

IF YOU VISIT  
THE CINEMAS  
frequently  
and your eyes get tired,  
you should be fitted with  
accurate glasses.  
FOR YOUR EYES' SAKE:  
N. LAZARUS  
OPHTHALMIC OPTICIAN.  
25, Queen's Road Central, Hongkong.

# The China Mail.

ESTABLISHED 1846

May 21, 1920, Temperature 77.

Rainfall 0.00" inch.

Humidity 94.

May 21, 1921, Temperature 54.

CHEMICAL  
EXTINGUISHERS  
TO SUIT ALL  
PURPOSES.  
A. E. ROSS & CO.,  
25, Queen's Road Central.

No. 17,956.

五拜禮

號一廿月五年十二百九千一英

HONGKONG, FRIDAY, MAY 21, 1920.

日四初月四申庚大歲年九國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

**W. S. BAILEY & CO., LTD.**  
ENGINEERS and SHIPBUILDERS,  
HONG KONG-KOWLOON.

Marine and Land Engineers, Boiler-makers,  
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".  
SOLE AGENTS FOR "KELVIN MOTORS".  
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.  
TELEPHONES:—Works K.21; Manager K.329; Harbour Engineer K.120;  
Works Supt. K.410.  
TELEGRAMS:—"SEYBOURNE."

**DRAGON MOTOR CAR CO.**

(THE EUROPEAN GARAGE)  
CARS FOR HIRE IN HONGKONG AND KOWLOON  
Agents in South China for:  
Hudson, Essex, Dodge Brothers and Siddleley-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT 14 Des Voeux Road. TEL. 432. GARAGE AT 26 NATHAN Rd. KOWLOON

## MOSCATINE.

A few drops sprinkled on the hands  
or any exposed part effectually  
prevents the bites of Mosquitoes  
and Sand Flies.

**A. S. WATSON & CO., LTD.,**  
The Hongkong Dispensary.

We Suggest:  
**BRINSMEAD  
CHAPPELL,  
ESTEY  
CHALLEN**

**ROBINSON'S**

For  
Supreme  
Tone and  
Quality.

**GREEN ISLAND CEMENT CO., LD.**  
PORTLAND CEMENT.

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS

**Diss Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

**THE OPTICAL COMPANY**  
51, QUEEN'S ROAD CENTRAL.  
SPECTACLES, EYEGLASSES, LENSES, etc.  
OPTOMETRIST IN CHARGE:—E. CHAN, OPT. D.  
EYES TESTED FREE OF CHARGE.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.  
TEL. No. 676.

## TO-DAY'S CABLE.

(Reuter's Service to the China Mail)

WHY SHOULD JAPANESE OWN LAND IN OUR COLONY.

IF WE MAY NOT IN THEIRS?

LONDON, May 20.

In the House of Commons, Viscount Curzon suggested that immediate steps should be taken to prevent Japanese buying or owning land in the British crown colonies unless a similar concession were extended to British subjects in Japan.

Col. Amery replied that it was not considered there was sufficient reason for the action suggested. According to the government's information, the question of revision of the land laws of Japan had apparently been considered recently.

### SERVANT TROUBLE.

JAPANESE FINED FOR ASSAULT.

Three Japanese, Messrs. Ishida, Uyeda, and Ohara, members of the staff of the O.S.K. and living at the Company's Mess, No. 18 Macdonnell Road, were this morning charged with assaulting their cook. The complainant said they beat him until his body was black and blue. He still had several bruises on his body. Two men held him whilst the other assaulted him. They threatened to strangle him and throw him out of the window. The Japanese assaulted him because they had lost some property and blamed him. They had had ten cooks in one year.

Uyeda said that they had lost many things at the mess recently and suspected the cook. The latter had contracted to supply them with food, but he gave them insufficient to eat, and the food was not good. A friend of witness had lately lost a gold watch and other property valued at \$100. When they went to work, the keys of their rooms were placed in the cook's charge, and he was responsible for all the property in the rooms. When they spoke to the complainant about the loss of the watch, he became very insolent and said he would leave their employ. Witness tried to make the complainant confess the theft of the watch, but he would not and struggled violently with witness and bit his fingers. Witness's messmates then came to witness's assistance. It was not true that witness and his friends unitedly assaulted him.

Mr. Smith said that the defendants had no right to torture the complainant to get a confession out of him. Mr. Uyeda said they did not do so. Mr. Smith: You have no right to twist the man's neck.

At this stage Mr. J. Wicheil, manager of the King Edward Hotel who was watching the case, asked Mr. Uyeda if he searched the complainant's boxes, and he said he did. In one of the boxes he found some spoons and forks bearing the King Edward Hotel stamp.

His Worship said he was at present concerned with the assault only, and if Mr. Wicheil wanted to charge the cook, he could do so after the case. The defendants were all convicted of assault and ordered to pay a fine of \$5 each.

The cook was arrested immediately after leaving Court and later in the morning charged with the unlawful possession of three desert spoons, one tea spoon, one mustard spoon and three forks belonging to the King Edward Hotel. The defendant pleaded not guilty, and said the box in which they were found belonged to his predecessor who had asked him to be allowed to leave the box in his room for a couple of days until he had made arrangements. Witness did not have the keys of the box. It was forced open by one of the Japanese. They tried all his keys, but none of them fitted the box. Uyeda said in the course of the search for his friend's gold watch, he came across a small box, which the defendant claimed as his. When witness wanted to search it, the defendant produced a key, but it did not fit and broke in the lock. The defendant then himself wrenched the lid open. In the box witness found the spoons and forks.

Mr. Wicheil said he understood that the fight took place after the witness had found the things in the box. The defendant refused to let him search further, and a struggle ensued.

Mr. Uyeda said that was so. His Worship said that the prosecution did not prove that the box belonged to the defendant. He thought the fact that the defendant did not have in his possession a key which fitted the box, supported his statement that it did not belong to him. He had no other option under the circumstances but to give the defendant the benefit of a doubt and discharge him. The cook was returned to Mr. Wicheil.

### HONGKONG FUND FOR WAR DEVASTATED FRANCE.

A HITHERTO UNREPORTED THEFT.

We are asked to state that the raffle for the real lace shawl, or wedding veil, presented to Mrs. Basil Taylor for the Devastated France Fund, was drawn on Thursday at No. 77, The Peak, in the presence of a number of subscribers. The winning ticket, No. 175, was held by Mr. J. M. da Rocha. The proceeds of the raffle were not so large as had been hoped, but the sum of \$155 accrued therefrom to the Fund.

Other contributions recently received from generous donors who were absent from the Colony when the various festivities in aid of the fund were held, have been received and gratefully acknowledged. They include a sum of \$250 from the Hon. Mr. Holyoak, who is always open handed and generous in a charitable cause, while the Hon. Mr. A. R. Lowe, a new member of the Legislative Council, gave \$100. It is hoped to send about 120,000 home very shortly.

In regard to the consolation prizes in the raffle for M. Hauchecorne's group of figures, consisting of ten bronze plaques, by a distinguished Belgian artist, much disappointment was caused by the theft of the box containing the plaques—a theft not discovered until after the drawing of the raffle. Every effort was made by the police to trace the missing plaques, but without success. An effort was also made to have them reproduced in the Colony, but this was also unsuccessful. And no further plaques were obtainable from Miss van der Fliers, from whom they had originally come. However, generous donors, Mrs. Strachan, Mrs. Elias, Mrs. Beavis and another, have presented the plaques they had bought, but the full number cannot be obtained, so those winners not receiving a plaque have been sent the sum of \$5, the value of it.

### DEATH OF MRS. GORDON.

The death occurred this morning of Mrs. Gordon, wife of Inspector Gordon of the Water Police. Mrs. Gordon returned to the Colony from England by the s.s. "Nellie" on Sunday, and last night received news of the death of her mother, Mrs. Best, which took place at the French Hospital, Wanchai. This morning Mrs. Gordon died at the Water Police Station, Kowloon.

The funeral takes place this evening, passing the Monument at 5.30.

### "PORTHOS" HAD SOME PASSENGERS FOR HONGKONG.

When the s.s. "Porthos" of the Compagnie des Messageries Maritimes arrived in port yesterday morning she had on board some passengers for Hongkong including a number of Chinese passengers:

Among first class passengers for this port were Mr. Jas. Robertson, Mme. Katchini, Mlle. Goracil, Mr. and Mrs. Gasperez, Mr. and Mrs. Cox, Messrs. Eddo and Welslow, Mr. and Mrs. Francis and Mr. Kadri.

The "Porthos" is 18,570 tons in displacement and is commanded by Captain Lauriol. She runs between Marseilles and the Far East, and sailed from Hongkong for Shanghai at 6 p.m. last evening. She is expected to return to this port on her homeward bound voyage to France in about a month.

### SERVES THE WHOLE FAMILY.

THE name of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the croup and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

### IRELAND.

LONDON, May 17th. The military have occupied the Dalkey police station in Dublin for protective purposes as inaugurating a new scheme of securing public safety.

### THE TURKISH TREATY.

BOMBAY, May 17th. Mr. Ghandhi, in a statement, describes the Turkish Treaty as a staggering blow to Indian Muslims, and considers that non-cooperation with the Government is the only effective remedy. He calls for an immediate joint conference of Hindus and Muslims with a view to concerted action to secure a revision of the treaty.

### ORDER OF THE BATH.

LONDON, May 18th. The ceremony of the installation of the Knights of the Order of the Bath, which has not been held since 1914, occurred in Westminster Abbey and was singularly beautiful and impressive. There was an imposing procession of about sixty Knights of the Grand Cross of the Bath—including General Sir Henry Rawlinson, Viscount Jellicoe, Vice-Admiral Sir Rosslyn Wemyss, Sir Eric Geddes, Earl Beatty, and Earl Haig, wearing the magnificent crimson robes of the Order, followed by His Royal Highness the Duke of Connaught as Great Master, and finally by the King to Henry VII Chapel where an elaborate private ceremonial of installation was carried out, after which the new knights were conducted to their stalls and seated under their own banners. Oaths were then administered and the ceremony at the Chapel ended by the knights drawing their swords and holding them by the blade before the altar. The procession then returned to the Abbey. The proceedings concluded with the Te Deum anthem and the hymn "For all the Saints."

## FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

### BRITISH LEGATION PROTEST AGAINST TIENTSIN INCIDENT.

PEKING, May 19. The British Legation has addressed a strongly worded Note to the Chinese Government, demanding punishment of General Chin Yung-shiao, brother of the Premier, who, with two of his body-guard, intimidated Chinese and foreign officials at the Tientsin railway station with drawn revolvers, and compelled the train crew to start the train. The Note demands that armed escorts be prohibited to military officers travelling on the railway. If the Legation demands are not complied with, a guard of British soldiers will be placed on the trains on the Peking-Mukden line.

### UNITED STATES NAVAL MANOEUVRES.

PANAMA CANAL AS ELEMENT OF STRATEGY.

The United States Pacific and Atlantic fleets will meet in January off the Pacific Coast of Panama in their first joint manoeuvres, designed to keep the navy in fighting efficiency during peacetime.

This was decided some time ago at a conference between Mr. Daniels, the Secretary of the Navy, and Admirals Rodman and Wilson, the fleet commanders, who will work out details. It is practically certain that a battle between the fleets approaching as nearly as possible to actual warfare will be arranged. It also may serve as an actual test of the Panama Canal as an element of naval strategy.

After the practice is at an end the combined fleet will visit the principal Pacific coast ports of the United States so as to give the people there an opportunity to see the nation's full naval fighting force. It will be the first time that the entire battleship strength has visited the Pacific coast since the Atlantic fleet made its memorable cruise around the world in 1907-08. The fleet which will steam out of Panama Bay for San Francisco next year will be many times as large and powerful as that which the late Rear-Admiral Robley D. Evans took through the Golden Gate in 1908 after a voyage around Cape Horn.

There will be sixteen battleships of the Dreadnought class—the same number that circled the globe—perhaps a dozen second line battleships, eleven cruisers, and all the supporting units of destroyers, submarines, and auxiliaries.

Among the second line ships will be a number that made a cruise around the world. But they will go to the Pacific before that time, as six of them, including the "Connecticut," which was Admiral Evans' flagship in 1908, have been assigned to take the midshipmen from the Naval College at Annapolis on June 8 on a cruise to Hawaii and several Pacific ports. The voyage will end on August 28.

## J. T. SHAW

SPECIALIST IN HEADWEAR

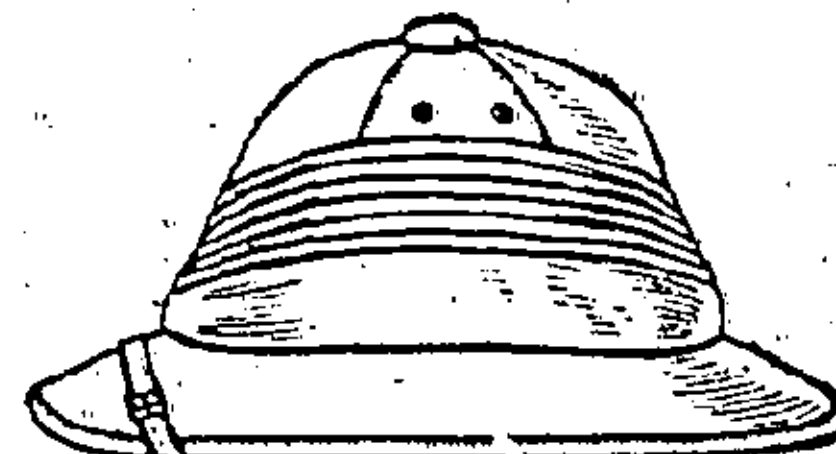
### SUN HATS

ELLWOOD, HAWKE AND TRESS.

PRICES

\$6.50

UP.



PRICES

\$6.50

UP.

GUARANTEED  
RAINPROOF AND SUNPROOF

J. T. SHAW

TAILOR AND OUTFITTER

NEST DOOR HONGKONG HOTEL.

## J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

## FAIRALL & CO.

### GREAT SALE

WINTER COSTUMES from \$10.00  
LONG COATS from - - \$12.50

TEL. 644.

TEL. 644.

**THE HONGKONG ROPE MANUFACTURING Co., Ltd.**

Established 1883

MANUFACTURERS OF

### PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE. CABLE LAYED 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to:  
**Shewan, Tomes & Co., General Managers**

**ALLSOPP'S**  
BRITISH PILSENER BEER

**RAINIER**  
AMERICAN PALE BEER  
**CALDBECK, MACGREGOR & CO., LD.**  
15, QUEEN'S ROAD CENTRAL.

## THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

### HANDLEY PAGE LTD.

Orickwood, London, N. W. 2.

Sole Agents for China:

**PEKING SYNDICATE LTD.,**

Sub-Agents for Hongkong and South China:

**W. R. LOXLEY & CO.,**

Peking.

Hongkong.



## NOTICES.

G. FALCONER & CO., LTD.  
WATCHMAKERS & JEWELLERS.

## Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS AND TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

## HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



## THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 49, Connaught Road Central. Tel. No. 2230.  
BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.  
FACTORIES: Hongkong, Wing Hing Street, Causeway Bay and Shanghai, No. 71, North Soochow Road.

TRADE MARK.

## JUST ARRIVED

Ladies' Trimmed and Untrimmed HATS for Summer Latest Style.  
Prices to suit all purses.  
POHOOMULL BROS.

TELEPHONE 2468.

34, QUEEN'S ROAD CENTRAL.

## HOTELS AND CAFES.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING:—

THE HONGKONG HOTEL,  
HOTEL MANSIONS,  
THE REPULSE BAY HOTEL,

J. H. TAGGART,  
MANAGER.

## THE PEAK HOTEL.

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
Mrs. BLAIR.

## KING EDWARD HOTEL

## CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. European Baths and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.  
Telephone 373. Telegraphic Address: "VICTORIA".  
J. WITCHELL, Manager.

## PALACE HOTEL

## KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to—  
Telephone K. 3. Telegraphic Add.: "PALACE".  
J. H. OXBERRY, Proprietor.

## CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN NEW COLONY.)

## ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor. Launches meet Passenger Boats.  
Telegraphic Address "CARLTON".  
Mrs. F. E. CAMERON

BLUE BIRD  
ICE CREAM  
PARLOUR  
AND CONFECTIONERS

CHOCOLATES  
Plain Sweet Vanilla Chocolate  
Home-Made Assorted Chocolate  
Barkley's Mocha and Bonbons  
Chocolate  
California, Star and Caramel  
American Chocolate (1/2 lb. per lb.)  
COCOA  
Imperial Cocoa... 40 cts. per lb.  
Fruit Cocoa... 50 cts. per lb.  
Caramelized, Branded Cocoa... 50 cts. per lb.

Tel. No. 3026

Candies  
Ices  
Sodas

## BOSTON CANDY STORE

OPPOSITE THE ROYAL THEATRE.

CALL BETWEEN ACTS.

TELEPHONE ORDERS FILLED.

12 Queen's Rd. C.

Cigars  
and  
Cigarettes

## TANG YUK, DENTIST.

DENTIST.

14, D'ARQUES STREET.

TERMS VERY MODERATE

Consultation free.

## FRENCH LESSONS

G. MOUSSEAU.

15, MARLBOROUGH ROAD.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions.

By Order of the Mortgagees

MESSRS. LAMMERT BROTHERS  
have received instructions to sell  
by Public Auction

on

SATURDAY,

the 22nd day of May, 1920, at 12  
o'clock noon, at their Salesroom in  
Duddell Street, Victoria,  
Hong Kong.

The Steamship "WING ON"

(late of the Hong Kong & Canton  
run) now lying off Yau-mai in the  
Harbour of Hong Kong together with  
all the furniture, stores, equipment and  
appurtenances now on board

## IN ONE LOT.

The ship is registered in Hong Kong  
and her tonnage and dimensions are as  
follows:—

Gross Tonnage 834.75

Registered Tonnage 456.46

Length 103 ft.

Main Beam 33 ft.

Depth 11.75

For further particulars and conditions  
of sale please apply to

Messrs. DEACON LOOKER

DEACON &amp; HARTSON,

Vendors' Solicitors,

or to

Messrs. LAMMERT BROTHERS,

The Auctioneers.

THE Undersigned have received in-

structions to sell by Public Auction,

on

TUESDAY, May 25, 1920,

commencing at 3 p.m.

on the Reclamation near Blackheads

Point, (Kowloon).

(For Account of the Concerned),

1520 Bales HEMP.

(more or less damaged by smoke &amp;

water).

On view now.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, May 20, 1920.

no

WEDNESDAY, May 26, 1920,

commencing at 9.30 p.m.

at No. 40, Lyndhurst Terrace,

A Quantity

Valuable Household Furniture,

Comprising:—

Teak handstand, glass covered draw-

ing room suites, line engravings, water

colours, occasional tables, bronze figures,

brass flower pots, brass &amp; brass mounted

fenders, white lace curtains, carpets,

rugs, etc., etc.

Teak extension dining table, dining

chairs, teak sideboard with bevelled

mirror, teak dinner wagon, marble

clock, leather covered armchairs, teak

overmantel with bevelled mirrors, brass

electric standard lamp, electric fittings,

etc., etc.

Glass, Crockery and Electro-plated

ware, Household linen, etc.

Double brass bedsteads, teak double

wardrobes with bevelled glass doors,

teak marble top bureau, marble &amp;

tiled washstands, ladies' desks, uphol-

stered couches and easy chairs, toilet

crockery, Japanese silk embroidered

screens, etc., etc.

Bathroom, Pantry and Kitchen

Requisites.

Also

A Fine Selection of Canton

Blackwood Ware,

Comprising:—

Marble top and round tables,

armchairs, flower stands, stools etc.

And

Two Kastner Autopianos, (Pianos

by Rachals)

One Cottage Piano by Farrell &amp;

Goudge,

Five electric ceiling fans,

Four electric table fans,

One enamelled bath,

One "Baldwin" Refrigerator,

One Chubb's Combination safe,

On view from Monday, the 24th,

May 1920.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, May 17, 1920.

## FOR SALE.

One Complete Set of 25 Volumes

ENCYCLOPEDIA BRITANNICA

(Never been used).

Apply

LAMMERT BROS.,

Auctioneers.

## A COMPLETE AERATED WATER

PLANT FOR SALE.

The Machines are made by Messrs.

Brady &amp; Hinchliffe, Ltd., Manch-

ester, and guaranteed in perfect

working order. This complete plant

will turn out 2,400 dozen aerated

water per day.

K'WONG KANG HONG LTD.,

P. O. Box 470, Hongkong.

## INTIMATIONS

## WE HAVE

Just received

A New Supply of

WAR and ARMISTICE  
STAMPS.

Many varieties and values of

## NEW EUROPE

also

CATALOGUES and ALBUMS

for sale.

## GRACA &amp; CO.,

No. 10, Wyndham Street,

P. O. Box 620, Hongkong

## JAPANESE MAKERS.

Every kind of Footwear

## MADE

TO

## ORDER

CHERRY &amp; CO.,

22, DUNDAS STREET,

Opposite Hongkong Hotel,

Telephone No. 481,

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.

Sole Importers: THE CHINA MAIL CO., LTD., 10, DUNDAS STREET, HONGKONG.



## Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Only used  
Rental's  
A. B. Co. 4th & 5th Editions  
A 1 Telephone Code

Telephone Address  
"MEXTRON" HONGKONG.

## PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,  
(FOR ACCOUNT OF THE CONCERNED),

### TUESDAY,

May 25, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TRAWKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c. comprising:-

Chesterfield Sofa, Arm-chairs (new), Folding Card and Occasional Table, One Upholstered Suite Bedroom furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (famed Teakwood), Sideboards, Dinner Wagon, Extension Dining Table and Chairs, &c., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also  
Two Pianos, One Enamelled Bath, Camera, &c., &c.  
(Full Particulars from Catalogue).

Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 20, 1920.

(For Account of the Concerned),

### ON WEDNESDAY,

May 26, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of

### WHITE GOODS, &c., &c.

Comprising:-  
Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dillies, Table Cloths, Linen Damask Serviettes.

Also  
A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.  
And  
Two Pairs Prismatic Binoculars.  
(All new goods and in small lots.)

Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 19, 1920.

(For Account of the Concerned),

### on FRIDAY,

May 28, 1920, at 2.30 p.m., at No. 9, Kintford Terrace, Top Floor, Kimberley Road, Kowloon.

SUNDAY  
Valuable Household Furniture,  
&c., &c., &c.  
therein contained.

consisting of:-  
Chesterfield Sofa and Arm-chairs "Messrs. Wm. Powell make" Teak Sideboard, Extension Dining Table and 6 Chairs, Sundry Glass, Crockery, E.P. Ware, Pictures and a few lots of Bed and Table Linen.

White Enamelled Twin Beds with Hair and Patent Spring Mattresses, Bedroom Suite of Fumed Teakwood (large Wardrobe (Bovelled Mirror), Dressing Table and M.T. Washstand, Desk and Bookcase Combined "Messrs. Wm. Powell make" Brass Fender and Brasses, Axminster Carpet and Rugs, &c., &c., &c.

Also  
Piano by Spathe "in good condition", White Enamelled Bath and Singer Hand Sewing Machine.  
On view from Thursday the 27th at noon.

Catalogues will be issued.  
Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 19, 1920.

## INTIMATIONS.

G. R.  
IMPORTS AND EXPORTS OFFICE.  
EMPIRE DAY.

THIS Office will be opened for all purposes from 9 a.m. to 12 Noon, on MONDAY the 24th May, 1920.

Licensed Warehouses cannot be opened on that day.  
C. W. BECKWITH,  
Superintendent.  
Imports and Exports.  
Hongkong, May 20, 1920.

### BANK HOLIDAY.

IN accordance with Ordinance No. 3 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 24th May.

Hongkong, May 20, 1920.

### DANCING

#### PALACE HOTEL

THE Band of S.S. "Empress of Japan" will play at the above Hotel on SATURDAY, 22nd and MONDAY, 24th inst. from 7.30 p.m.

DANCING 9 p.m.

Hongkong, May 20, 1920.

### REPULSE BAY HOTEL.

THE MISSES de VINE and TERRY

SOCIETY ENTERTAINERS

will introduce

HARMONY and SONG

at the usual

TEA DANCING and DINNER

DANCE

to be held

TO-MORROW

SATURDAY, MAY 22nd

AND

WEDNESDAY, MAY 24th

SUNDAY, MAY 23rd

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

THE HONGKONG ELECTRIC

COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that

the THIRTY-FIRST ORDINARY

GENERAL MEETING will be held at

the Company's Offices, St. George's

Buildings on SATURDAY, 22nd May,

1920, at 11.30 a.m. for the purpose

of presenting the Report of the Directors

together with a Statement of Account

for the year ending 30th April, 1920.

The TRANSFER BOOKS of the

Company will be CLOSED from TUES-

DAY, the 25th day of May, to MON-

DAY, the 31st day of May, 1920, both

days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, May 4, 1920.

PEAK TRAMWAYS COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN that

the ANNUAL ORDINARY

GENERAL MEETING of SHARE-

HOLDERS of the above Company will

be held at the Hongkong Hotel, Hong-

kong on SATURDAY the 29th May,

1920, at 11.30 a.m. for the purpose

of receiving the Report of the Directors

together with a Statement of Accounts

for the year ending 30th April, 1920.

The TRANSFER BOOKS of the

Company will be CLOSED from TUES-

DAY, the 25th day of May, to MON-

DAY, the 31st day of May, 1920, both

days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, May 19, 1920.

### MEE CHEUNG

HIGH CLASS PHOTOGRAPHY

Ice House Street. Tel. 1013.

A large stock of

Kodaks and Kodak

Supplies

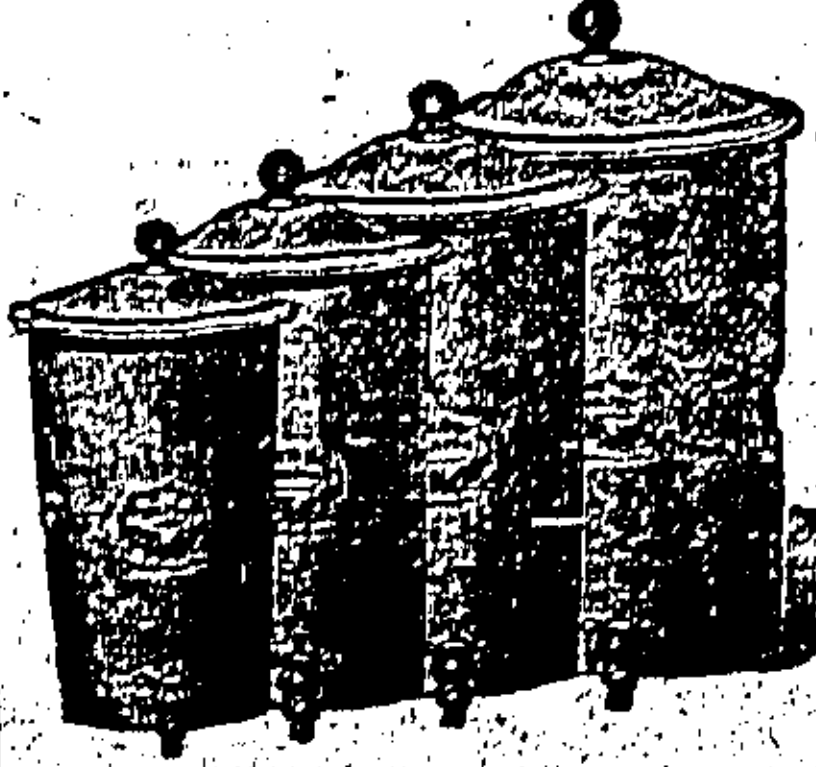
Just arrived.

Just arrived

a large assortment of

FILTERS

1, 4 Gallons up to 4 gallons



C. E. WARREN & CO., LTD.  
Nos. 20 & 22 Des Voeux Road Central.  
Established 1900

## WANT ADVERTISEMENTS

35 WORDS & INSERTIONS, \$1. PREPAID.

Each additional word & Cents for 2 insertions.

### WANTED.

WANTED.—For Manila, experienced  
MALE STENOGRAPHER.  
Apply in writing with references to  
CLAYTON PACIFIC OCEAN SERVICES, LTD.  
Hongkong.

WANTED.—YOUNG AMERICAN,  
at present in Shanghai, desires a  
position in Hongkong. Has over 10  
years' mercantile experience in China  
and is thoroughly conversant with the  
Import and Export trade, Accounting,  
Correspondence, Shipping and Insur-  
ance Work. Can speak several Chinese  
dialects fluently, including Cantonese.  
No objection to travelling. Commencing  
salary required, \$45000 per annum.  
Apply Box No. 1196, c/o "China Mail."

WANTED.—JUNIOR OFFICE  
ASSISTANT (Girl) required  
immediately by the AMATEUR PHOTOGRAPHY  
Co. (South China) Limited, King's  
Buildings.

### TO LET.

TO LET.—Furnished "Ava House"  
May Road. Apply to The  
Hongkong Land Investment & Agency  
Co., Ltd.

TO LET.—A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys Estate & Finance  
Co., Ltd., Alexandra Buildings.

### WANTED.

WANTED.—To Purchase a setter  
or Pointer PUP (dog) apply  
1183 c/o "China Mail."

WANTED.—ONE CLERK well  
acquainted with banking  
business especially exchange book-  
keeping. Also ONE TYPIST speaking  
both French and English if possible.  
Chinese preferred. Apply to BANK OF  
INDOCHINA DE CHINE, Shamson  
(Canton), stating previous experience  
and salary required.

### NOTICES TO CONSIGNEES

#### "BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

#### THE Steamship

"BEN MOHR."

CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the hazardous  
and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf  
and Godown Co., Ltd., whence and/or  
from the wharves delivery may be  
obtained.

No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
24th inst. will be subject to rent.

All claims against the Steamer  
must be presented to the Undersigned  
on or before the 31st inst. or they  
will not be recognized.

All broken, chafed and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
24th inst., at 10 a.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, May 18, 1920

### NOTICES TO CONSIGNEES

#### NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG  
AND KOWLOON WHARF AND GODOWN CO.'S  
Godowns at Kowloon, where each consig-  
ment will be sorted out mark by mark and  
delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be carried on  
unless instructions are given to the  
contrary before NOON, TO-DAY.

Goods not cleared by May 27, 1920,  
will be subject to rent.

Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Co.'s representatives at an appoint-  
ed hour on TUESDAY and FRIDAY.  
All claims must be presented within  
ten days of the steamer's arrival  
here, after which date they cannot be  
recognized. No claims will be admitted  
after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, May 20, 1920.

## HAVE YOU A BABY?

If so, you will be interested to know of "LACTOGEN," the select and  
most satisfactory substitute for Mother's Milk. Made from pure, rich,  
fresh milk by a special process which renders the proteins and milk fat  
identical with human milk in composition and digestibility.

If your baby is not thriving, try

**LACTOGEN**  
The NATURAL MILK Food

Invaluable as a food for Mother too. It increases the flow and improves  
the quality of the natural milk.  
Ask your Chemist for a Free Copy of the Lactogen Baby Book.

### SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.  
Nos. 47 & 49, Cantonment Road Central, Hongkong.  
Telephone Nos. 121 & 122

## BATHING COSTUME

— FOR —

### LADIES &

High

Quality

Goods

### GENTS

At

Moderate

Prices.



## THE WING ON CO., LTD.

HONGKONG EMPORIUM

Phones 186 & 188. Phones 186 & 188.

## BUY YOUR STATIONERY FROM US.

We Keep the Finest  
Stocks Complete.

PRICES MODERATE.

### DEB A WING & CO.

Paper Merchants

Stationers, Printers & Bookbinders

50, Des Voeux Road Central.

## THE LINER "ORMONDE"

PROPELLER DAMAGED IN  
SUEZ CANAL.

A Times of Ceylon representative  
on April 19 went on board the Orient  
liner "Ormonde" in dock at Colombo.  
There are not very many regular  
tallers at that port whose tonnage  
exceeds 10,000 tons, and of these  
few the "Ormonde" is the largest.  
When she is in harbour she is berth-  
ed in one of the safest and deepest  
berths. While a large number of  
passengers may be seen on the ves-  
sel, says the reporter, a still larger  
number are to be seen on the dock  
side. As is known there is a very  
large picturesque patch of land on  
the right of the dock belonging to  
the Colombo Port Commission, and  
here a very large number of pas-  
sengers are camping out. Reclining  
in easy chairs or lying on the cool  
bare ground, on rocks or stumps of  
trees hundreds are passing their  
time content to enjoy the cool  
breeze in preference to tiring them-  
selves by sight-seeing. As an officer  
of the ship remarked, a good many  
of the passengers seem to regard the  
affair as a huge picnic. Of course,  
with a regular lunch service between  
the ship and jetty a good many come  
to the Fort daily and return at night  
in time for meals. On the whole the  
passengers were really glad of the  
ship's stay at this port which gave  
them an opportunity of seeing the  
place. The bulk of third-class  
passengers and a greater portion of  
the second-class passengers are stay-  
ing on board, but more than half the  
first-class passengers are either at  
Kandy or Nuwara Eliya.

### HOW THE ACCIDENT OCCURRED.

An officer of the vessel, in con-  
versation with a representative of  
the paper, said that everything had  
gone well till they had nearly reached  
Ismaia. The wind then began to  
give them a lot of trouble and the  
ship touched ground for the first  
time after lunch early in the after-  
noon (April 3rd). They delayed a  
little time at that spot. When they  
had started again the ship kept con-  
tinually bumping on bad corners and  
it was on one of these occasions that  
the propeller was damaged. As a  
matter of fact the wind then dropped  
and they proceeded merrily to Suez  
where they found that one blade of  
the port propeller had been broken  
and two others seriously bent. It was,  
of course, impossible to attempt to re-  
pair the blades at Suez, and the  
vessel continued her voyage to  
Colombo. From Suez onwards they  
had absolutely no trouble except that,  
instead of the usual 16 knots, they  
had to be content with about 11  
knots. As soon as they had exam-  
ined the damage they knew at once  
that it was "a dry dock job." The  
majority of the passengers knew  
nothing of the accident. There were  
no shocks felt at all on board. There  
was only a very slight shock when  
the nose of the ship touched ground  
on one occasion, but when the acci-  
dent occurred no one was aware of it  
except the officers on the bridge.  
The wind was entirely responsible  
for the accident. The propeller  
was now being attended to by  
Messrs. Walter Sons and Co., under  
the supervision of the ship's  
engineers, and the repairs would not  
be complete till about Thursday.  
The blades had to go through a  
process of cooling on their own tem-  
perature; hence the delay. As re-  
gards the passengers everything was  
being done to make them comfort-  
able and happy. The arrangements  
made by the Agents were quite satis-  
factory, the lavatory accommodation  
being more than sufficient. The  
passengers were naturally upset at  
the delay but otherwise they had  
made no complaint.

## KISS ONLY IN THE EVENING.

SCIENTISTS' ADVICE TO  
LOVERS.

Kissing from a medical point of  
view was one of the subjects dis-  
cussed at the convention of the New  
York State Medical Society.

After listening to a paper read by  
Dr. Lawson Brown, the convention  
endorsed with a round of applause  
the following advice to lovers:-

"If you would be sanitary, kiss  
only in the evening or the afternoon.  
Disease germs lurk in morning kisses  
because the sun and the fresh air  
have not had a chance to sterilize  
even the sweetest lips."

Dr. Brown, who is head of a  
sanatorium at Saranac Lakes, said:  
"Some months ago we made kissing  
tests at Saranac to determine whether  
the tuberculosis could be transmitted  
by the contact of lips. We selected  
a pretty young woman with a bad  
case of tuberculosis and induced her  
to kiss a sterilized dish. We found  
that her morning kisses gave forth a  
few germs but those in the afternoon  
and evening were a pretty healthy  
risk."

Dr. Brown drew from this the  
scientific deduction that it is a for-  
tunate thing for the human race that  
courting is done at night and in the  
late afternoon.

"WALLA-WALLAS" double-cross  
the "hatter" but never double-  
cross you. Phone No. 3410.

## NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.  
FIRE, MARINE, LIFE and MOTOR ACCIDENT.  
For Names and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

## THE BON TON.

### LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER  
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showroom . . . 37, Queen's Road Central.

Tailoring Department . . . 1, 3 & 5, Chiu Lung Street.

Phone 928.

Cable "BONTON."

LONG HING & CO., PHOTO SUPPLIES.  
Developing & Printing a Speciality.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

Tel. 1036.

Tel. 1036.



GIN.

Sir R. Burnett & Co's Fine  
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,  
WINE AND SPIRIT MERCHANTS.

TEL. 616.

Wm. **Powell** Ltd  
TELEPHONE 346

SEE WINDOWS  
FOR  
CHILDREN'S  
WASHING FROCKS  
"JACK TAR TOGS"  
AND  
JUMPERS.

EXCELLENT RANGE TO  
CHOOSE FROM.

## MARRIAGE.

JONES—LU CHUNG.—At St. John's Cathedral, Hongkong, on May 20, John Patin, 2nd son of John Jones, Esq., of "Sunbeam," Dundee, Scotland, to Goldia Laura Jean, youngest daughter of the late Rev. James Lu Chung and Mrs. E. J. Lu Chung, of Hongkong. Australian papers please copy.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, MAY 21, 1920.

## CLASS CONSCIOUSNESS.

The people who most frequently and most earnestly deprecate class hatred and class war (the phrase varies as a rule those who are themselves most class conscious. Generally speaking, we hear the mentor who insists that he is of a superior class denouncing expressions of resentment by the so-called inferior classes against that inferiority. To him the class consciousness which arrogates superiority is natural and proper, while the class consciousness which denies his superiority is insubordinate and impudent and wholly wrong. To amplify the position, let us assume that there are only two classes, plutocracy and the proletariat. Plutocracy rules the proletariat, orders it, and robs it, filches privileges from it, has a good time at the expense of it, all in the name of law and order and patriotism. That which has been ought always to be, is its slogan and quite sincere faith. But the proletariat awakes eventually, begins to think, to probe, to analyse, to question. Why should this arrangement be? From questioning it proceeds to denying. Denying involves self assertion, and the belittlement of the opponent. This leads to vehemence, probably to a little exaggeration, and the plutocrat virtuously reproves the proletarian mouthpiece for stirring up class feeling.

That's funny. If you cannot see that it is comical, stop reading right here. Turn to some other column. This one can be of no use to you, of no interest. It can only irritate you.

We now go on to propose a conclusion that seems plain enough to us. If class consciousness be unwholesome, class itself must be bad. You cannot condemn the

pain of toothache without also condemning the bad tooth. Let us put it to you, personally. Haven't you deprecated the class consciousness of the agitator, without surrendering your inner feeling that class itself must be and ought to be. Haven't you over and over again pool-poohed the ideal of equality, pointing out that men are not and cannot be equal? So far were you not class conscious? If as you know you did you also repeated the parrot phrases that deprecate the stirring up of class consciousness, were you not a hypocrite? How can you refute the charge of hypocrisy? You cannot possibly, except by admitting that you were a thoughtless fool.

Here in Hongkong the China Mail alone among the papers has raised and flown the banner of class equality. It had to be done right away, as it were to clear the ground for further work and cultivation, because our class discriminations were so numerous and baseless and stupid. At one time we were saying and reiterating, in view of certain flagrant occasions, that the Portuguese had equal rights under the law and constitution with the class conscious European.

Then we were shocked to discover from a very wise and thoughtful Portuguese friend that the Portuguese generally "looked down on" their Chinese colleagues. We quite expect to find that the Chinese "look down on" some others, probably on all Europeans. We deserve it. Now all this is not only very silly, but it is very wicked. It must and shall be denounced, if we are to make any progress. If religion cannot level us, reason must. No conceivable God could recognize the class distinctions we set up. Until we can see each other as God sees us all, we shall never get nearer to Him.

These thoughts did not come, as it happens, from consideration of any recent local happening, though so far as we can see, we are going to leave Hongkong little better than we found it. They were evolved after reading an American discussion of the American army, as some Americans learned to see it in the Great War. Americans, as you know, are much less class conscious than we are. They have not succeeded in eradicating it altogether; they haven't had time; they profess and believe in the principle of equality. The defence that our plutocrats expect is never paid in America, by Americans to Americans. Their judges remain human, yet respect for the law does not suffer. Their employees, while just as greedy and grasping

as ours, do not presume to manifest anything like the demerit towards their employees that ours consider natural and proper. Consequently, some of their army discipline looked wrong to free-born Americans freshly introduced to it. We are told that it "disgusted the men who thought they were fighting to free the world from what they were forced to swallow themselves." We are reminded that "there is no difference at all in class from which the officer and enlisted man in the U.S. Army have sprung." In Britain we are (less) conscious of a difference. It is a difference that is "rubbed in" again by the most class conscious class in the world. Incidentally, it has lately been suggested to us by a "Banker" that the new education scheme so promptly repudiated by our War Office is a transparent device to weed out the "Rankers" whom the Great War pushed into the officers' messes. Those lacking the preliminary grounding that Public School and university give cannot in the short time allowed qualify to pass the new exams, though in purely military studies they may be far ahead of those who can. We repeat the suggestion as an example of class consciousness. It may or may not be true. That matters less than the fact that it has been seriously made.

The American critic we have been reading (a captain who joined as a private) admits the need for discipline. He agrees that it would never do to have a private shapening a colonel on the back. (So do we. We are so conscious of the dignity of manhood that we dislike a private who slaps another private on the back.) His contention is that "the necessary distinctions should be those of power and dignity—not men pitting survivors of the British Army system at its worst."

At its worst, the British Army system is most damnable. In Aldershot, early in the year, we were present during platoon training in manual exercises, advancing in open order, taking cover, etc. Our platoon was very keen and willing. Every man was full of the feeling that the Hun was a menace that must be suppressed. He was conscious of patriotic self-sacrifice. The platoon, with rifles at slope, had to leap out a trench, run a few yards, fall prone, take aim, pull trigger. If you know what it means to lie flat as you can face downwards, you will know that every man adjusts his legs his own way, dependent largely on the size of his feet, the nature of his knees, and the curvature of his shin bones. An officer walked up and down behind the platoon with a cane, switching the legs till he got them into a position that satisfied him. Of course the physical pain he inflicted was trifling. The spiritual damage he did was tremendous. We can speak for one man who hated to say him. We did not watch for such incidents, but we happened to observe many. We dare say the recruits were exasperatingly stupid to a trained soldier. Why not? They were civilian volunteers, come at a personal loss, willingly, to do their best. Much of army discipline, so pointless, so unnecessary, puzzled them. One sturdy miner hit a young officer who insulted him. Although it was practically a knock out blow, on the point, he got off with three weeks' c.b. Another simple north countryman (all this is absolute fact) gave his lieutenant a week's notice! These regulations about buttons were samples. Man leaving barrack yard, as he passes gate, unbuttons pocket flap to get out pocket of "gaspers." Is called back. Told he is "improperly dressed." There is no sense in it.

Well, in the American army, it seems, the enlisted man, even of long service, was obliged to address any superior in the third person, thus: "Sir, Private Jones requests permission to speak to the lieutenant." "Sir, Sgt. Brown requests permission to be absent from station, if the lieutenant pleases." No wonder it irked. If Private Jones is doctored of manhood's "I," he would be little worse off as a eunuch. His liberty had to go; they might have left him his self-respect, especially when he was not there for carpet soldiering, but to "make the world safe for democracy." Imagine the Adversarian having to say to Winston Churchill, "Sir, Private Adversarian desires permission to speak to the Honourable Secretary for War." He'd see him—further—first. That's all right for Germans, to whom the Kaiser was the All Highest, and even a dining room waiter is Herr Obermeister (if you want attention) but it is not meat for free men, voluntarily doing their country's work.

The argument is that no form of discipline should kill the subordinate's self respect. No form of discipline can be good that instills in the officer a class consciousness which is bad for his soul, makes him a snob and a bully. All class consciousness that keeps arrogance on top, that makes the

feeling of superiority chronic, is bad. The French don't have it; at least we have not come across it. "Bon soir, mon commandant," says the petty, saluting respectfully. "Bon soir, mon enfant," says the officer, returning the salute. Discipline does not suffer. What in thunder would happen if a British private got into the Hotel lounge, and said, with a respectful salute, "Good evening, Captain?" Goodness knows. Probably a court martial, or a fit of apoplexy for the Captain.

The problem is much easier when it is only a taipan. Treat him exactly as he treats you. The proletarian, the subordinate must be constantly class conscious, assertively class conscious, until the pretender drops it, until the usurper abdicates. This is Bolshevism, of course. It happens also to be what is coming.

## ADVERSARIA.

Up the narrow winding stairs to the scriptorium climbed recently an acquaintance, a man of some education, but not enough. His mind wears harness, its vision is limited by blinkers, in "getting and spending it lays waste its powers." Perhaps one of the trifles which betrayed this to us should not count. He may have been misled by that convention which, having labelled a man humorous, insists that he shall never be serious. It so happens that the window of our den, "hien peee," looks out upon one of the most typical and beautiful fragments of Hongkong. If he had nothing to do but read and meditate, and could afford it, the Adversarian would gladly pay the editor of the China Mail for the right to sit there, and to enjoy that view. Calling the caller's attention to the beauty of the outlook, he laughed appreciatively, complacently, as at factiousness. He said that whatever else it was, it certainly was not beautiful. All he saw was shabby Chinese verandahs, with laundry decorations, whitewashed walls, tiled roofs, broken flowerpots—common, everyday things. Strange, strange blindness, sad as strange.

Sunlight on those whitewashed walls effects, proving that in whiteness all the colours are. It deepens, of course, the shadows, producing a chiaroscuro that the fingers itch to draw. The perspective of "gable below gable, as the hill descends, adds to beauty of form. The whole is vivified by the sprawling limbs of ficus trees, bearing standards of fresh green. In the distance, emphasising the atmosphere, the sunlit tower of Jardine's, the shadowy purple of the Kowloon hills, and for focal point, eye catcher, radial centre of pictorial balance, the rich red of the Hongkong Hotel flag. Over all the divine blue of a Hongkong summer sky, relieved by the creamy contour of the usual cumulus, and an occasional scud. There are, blent in, not too conspicuous, the varying blues that the Chinese get into glazed flowerpots, and the rich orange of their altar papers. In bright sunlight, when the picture is perhaps at its best. Greyer days change the tones without detracting the beauty.

It is a common complaint among literary artists that everything has been said, that there is nothing new under the sun. This shows that even genius has its limitations, its illusions, its crass blunders. Certain common human experiences have been long ago provided with literary expressions that seem to suffice for all time. Some adages, not all, certainly not all, crystallize into easily memorable formulas ideas that are born to all of us. The wit of one by-gone and forgotten artist in definition or exposition may give the effectual word of many. The fable of the dog and the bone and the shadow covers adequately one human experience. But it is a great mistake to suppose that because Shakespeare or Cervantes or some other literary master has said a thing well, that it cannot be said again, just as well, in some other way. It is true that Columbus discovered America, or that by general consent he gets blamed for it; but the very best life of Columbus extant in no way expresses your own re-discovery of that great continent. Your emotions are or ought to be just as poignant, just as human, just as big, as his were, and your adventure needs its own new and up to date liad. The story of Auccasin and Nicolette, or Romeo and Juliet, or Dante and Beatrice, or Paul and Virginia, does not completely describe your own amount, though it may assist you to savour it. If you are unburdening your soul to your dearest friend, and he happens to be a reader, he may say that your narrative is the story of Burns and Mary all over again, or of Hazlitt and Sarah

Walker, or of Swift and Stella, or even of Abeldard and Heloise, according to his idea of your own romance and his literary memory. But it is not, and you know it is not. Your heart throbs were new and original, your heroine the only one of her kind, your experience unique. You will dismiss your peevish friend, and write your own bad poems. Because, as every wise man realizes, the origin of the world does no further back in time than your own awakened consciousness of it, cosmos extends not and exists not beyond your own comprehension, and when you die, a whole thing ceases to be, as a dream when the sleeper awakes. You may not see through other eyes, however clear-sighted they may be. The experienced voyager tells the griffin (not without a certain ulterior complacency) that it is "not worth while going ashore at Port Said. There is nothing to see." There is. There is Port Said to see. You may never desire to see it again, but you must see it once. It has been seen before, but not by you. It is old and stale and distasteful and for him negligible, but not for you. He cannot live-life for you, taste it for you. The blisters on his fingers cannot give you the wisdom of the burnt child. Nor can his description or explanation of Port Said be yours. You must have and formulate your own. So far as you are concerned, a thing that has happened for the first time in your experience has happened for the first time in history. It is quite fresh and new, and original, and any idiot who tries to explain to a cackling hen that the egg she has just laid is just the same as the egg he had for breakfast on April 1, 1888, is wasting his time.

Marker appreciation HERE'S A of property puts up RIDDLE. rents. The putter up of rents we call a profiteer. By putting up the rents he increases the market value of his property, which, should he sell, his rents again raised. The Government, in selling the old P.O. site, is asking a high figure, based on known market demand. As our Government, it is doing its best with our property. Its profit on the land will cause higher rents. Can we call our own Government a profiteer? If it should, like that now unfashionable and unfamiliar female, Alice Bonholt, "tremble with fear at our frown," and decide to sell the property at less than it could get, would we not accuse it of favouring plutocratic speculation? Moral: it is easier to do other people than to do right.

Roderick Ransom LET'S ARGUE. dom" in this morning's Daily Press says: "One suggestion I have heard is that Happy Valley should be closed to golfers; but golfers, surely, have as good a claim to a place of recreation within the city as footballers." They have, if they wish to play football. So have our rifle shots, who might object to the distance of Taihang, and demand a range in the Valley. But we should object to a rifleman practising shooting from the football ground at a mark near the Race Course Road, not because we dislike rifle men, not because we fail to recognize their value to the country, not because we deny their rights, but because bullets are dangerous. So are golf balls. One golfer at Happy Valley recently knocked out a fellow human being's eye. It is not nice to lose an eye. Besides, Roderick, you haven't thought of this in arguing equal rights for golfers and footballers. Twenty-two footballers and three or four thousand spectators occupy a comparatively small rectangular space, clearly defined. We dare say that within its limits there is danger, especially for referees, but cricketers and bowlers near by can go on playing without risking their lives, and nursemaids with prams and led youngsters may walk quite near in safety. Don't forget, 4,022 people, plus their unmythical neighbours, can safely have enjoyment of the Valley without threat to any. But, two (2) people with golf clubs require all the Valley, and the eye of no one near is safe. Theoretically they require only a narrow strip between hole and hole, but you know how it is, those golf balls have perverse instincts, and often go where they were not meant to go. Even if they did stick to the narrow strip—it is a long strip, the disposition of which makes the surrounding scenery useless to all others. Golf is not allowed there during the races. Why not, if it should be allowed when other games are on? Besides, the elderly pedestrian who does not play games has rights, too, of which two golfers may rob him. We intend to press for the abolition of golf in the crowded Valley, especially as there are two excellent grounds provided for golfers elsewhere. Roderick suggests that Shatin is suitable for football, and reminds us that the distance by rail is not great. He cannot seriously mean that he expects 4,022 people to take train to Shatin in order that two people may have the

bigger "half of Happy Valley to themselves." The Government, which may have overlooked our previous reference to the subject, is hereby respectfully reminded that golf has been demonstrated to be dangerous in Happy Valley, that we want that danger eliminated, and that there will be more trouble if golf be not barred there. Whole acres of fine turf, suitable for more popular games, are at present occupied by silly artificial bunkers. If His Ex., with these arguments in mind, were to take a stroll over the ground and see for himself, we feel sure he would decide against Roderick and for us.

The British Premier having refused to recognize France's right to priority in collecting reparations from Germany, it becomes our duty, as a patriotic Britisher, to find arguments in support of his decision. Reuter says it was because of the Dominions' expectations, that our colonial brethren are counting on their share of the indemnity to pay soldiers' pensions. It has been argued that France's greater sufferings entitle her to priority. Reuter is not so sure. Priority works both ways. Priority in starting the war for instance. We all give Germany priority there, but it began, didn't it, between Austria and Serbia? Serbia's priority in provocation should place her last for compensation. Austria, not being a claimant, but a payer, can here be ignored. Russia came next in priority, starting the war because of some fancied interests in Serbia. She is not a claimant. Then came Germany, also not claiming. So we come to France, who, because of her alliance with Russia, and for no other reason, now entered the war. This places France, as a claimant, next to the last to be paid. Britain began war after France, and therefore collects compensation ahead of her. Italy and other late comers on this reasoning should be paid before us. If this is of any use to the Welsh attorney, he is quite welcome.

## LOCAL AND GENERAL.

To-day's dollar is worth 4s. 3d.

A Chinese was this morning fined \$500 for having ammunition.

A fine of \$50 or one month's hard labour was imposed on a Chinese charged by Insp. Fox with having raw opium at Kowloon City.

Inspector Fox charged a Chinese with attempting to snatch a \$1 bill from the pocket of a compatriot in Kowloon City. After proof, the rascal, was given six weeks' hard labour.

Inspector Lanagan this morning charged a Chinese with the theft of a box of clothing from an unnumbered matshed at Samshuipo yesterday. Case proved. Sentence, one month.

Intimation has been received from the Colonial Secretary's Office that Formosa is declared by Hongkong to be infected with cholera, and precautions are to be taken on arrivals from all ports of that island.

The new road, which will eventually stretch from Morrison Hill to the top of Wanchai Gap, has been completed as far as Bowen Road. Clearings for the purpose of surveying the proposed tram track in that neighbourhood have also been made.

There was a somewhat unusual scene on the harbour this morning, which drew a large crowd of interested Chinese. It was a seaplane fastened to a buoy just off Statue Pier. The crowd, however, soon had their attention diverted by a detective, appearing on the scene chasing a couple of small hawkers. With truncheon in hand he dashed after the youthful delinquents, who evaded him by dodging round richas. The aeroplane was quite forgotten in the excitement of the chase, but when quarry and pursuer disappeared behind some buildings the aviation "experts" resumed their gaze and positions of aeronautics.

Lance Sergeant Neil this morning charged a Chinese with assaulting a compatriot in the Ling Lum Restaurant, No. 136 Queen's Road Central, in the small hours of this morning. The victim is in hospital. The Sergeant said he was called to the Ling Lum Restaurant. Arrived there, he was taken to the second floor where he saw a man lying on the floor bleeding profusely from a scalp wound. The defendant was handed over to him as the man who was responsible for the wounding. Witness had the wounded man removed to the hospital, and took the defendant to the station. While the victim is not considered to be in a serious condition, he would not be out of hospital for another week. Remand for a week, bail \$250.

## PLAGUE PRECAUTIONS.

## SANITARY BOARD MEETS.

A special meeting of the Sanitary Board was held yesterday afternoon to consider special measures in connection with plague. Mr. R. G. Sayer, head of the Sanitary Department, presided and there were also present the Hon. Mr. E. R. Hallifax, Dr. W. V. M. Koch, Dr. F. M. Ozorio, and Dr. Pearce (M.O.H.), Messrs. Chon Shou-an and S. W. Tso, and Mr. C. W. Reynolds (Secretary).

The Chairman said that he hoped members were not alarmed at having been summoned to a special meeting to consider the question of plague. There was nothing alarming, and no increase whatever in the cases of plague; in fact the medical officer of Health had stated that if anything plague was very much below the average. He would ask the M.O.H. to explain the situation in detail and would then move that the Board authorise the M.O.H. under By-law 2 of the Prevention of Epidemic and Endemic contagious diseases, to declare certain districts where such cases occurred as within the areas covered by the regulation. That was a step which was merely to empower the Medical Officer of Health to destroy the ceilings, rafters, and other likely places where rats sought shelter. The M.O.H. gave his assurance that nothing would be removed without his special instructions.

Dr. Pearce stated that the number of cases of plague to date was only 20. In other years they had had as much as 20 cases a day at this time of the year. Cases had been fairly scattered but in the district for which they were asking special powers there had been several cases. Recently in the present month there had been four cases in Chinese street, one in Queen Victoria Street, and two in King Long Street. That street formed part of two blocks, between the East and West of the Western Market. He had visited the places, and found there were not many ceilings to be destroyed. One of the houses looked as if the ceiling had been taken down many years ago. However, there were a certain number of ceilings left in some of the houses and he would like the Board to declare those two blocks as areas in which the By-law could be applied. He would then be able to carry on special cleansing operations and destroy the structures which afforded shelter to rats. He could at present carry out cleansing as he had the power, but he could not destroy the ceiling etc. He would see that only those structures which were absolutely necessary would be destroyed and, of course, compensation would be paid to the owners.

The districts include:—

Houses Nos.	Queen's Road Central	Des Voeux Road Central	Queen Victoria Street	Chinese Street	Pottinger Street	Queen's Road Central	Des Voeux Road	Hing Loong Street	Jubilee Street	Tit Hing Lane	Wai Sai Lane
67-85	82	16	32	31	99-105	84-108	41	16	12	6	

In answer to a question by Mr. Tso, Dr. Pearce said that they were at present in midst of the plague season. In seven years May was usually the worst month, but in mild years June tended to be the worst month.

The Chairman's motion, which was seconded by Mr. Tso, was then carried and the proceedings terminated.

## INTERESTING LOCAL WEDDING.

The marriage took place on Thursday, at St. John's Cathedral of Mr. J. P. Jones, B.Sc. M.M.E. Principal of the Hongkong Tutorial Institute and Miss Goldia Luchung, youngest daughter of Mrs. B. J. Luchung of Hongkong. The Rev. H. Copley Moyle officiated and Mr. Denman Fuller rendered the Wedding March. The Bride was given away by her brother-in-law Mr. P. W. Golding and was attended by her sister Mrs. Preston, as Matron of Honour. The bride's dress was of champagne satin, hand-brodered with silver and pearl trimmings. She wore a bridal veil with orange blossoms, and carried a bouquet of maiden-hair and white roses. Rev. E. Martin was best man. After the ceremony, a Reception was held at 43, Bonham Road, when Rev. H. C. Moyle proposed the health of Mr. and Mrs. Jones. The Bride and Bridegroom received many hand-presents with the congratulations of numerous friends including a large number of Mr. Jones' students. The happy couple proceeded to Macao for the honeymoon, a.s. "Sui Tai" under Capt. Donaldson being gaily dressed for the occasion.

## TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisons from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails, you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.



## COMPANY MEETINGS.

## UNION INSURANCE SOCIETY OF CANTON LTD.

The 47th ordinary meeting of the Union Insurance Society of Canton Ltd., was held at the offices, Queen's Buildings at noon to-day. There were present, Mr. J. A. Plummer, (Chairman), Hon. Mr. E. H. Holbrook, Messrs. G. M. Dodwell, A. O. Lang, A. Forbes, G. T. Edkins, W. L. Pattenden, (Directors), C. H. P. Hay, (Deputy General Manager), Dr. J. H. Sanders, Messrs. R. Dasher, J. L. Crockett, P. Lauder, J. Arnold, Ho Leung, T. F. Hough, S. J. Chin, Chen, H. B. L. Dowbiggin, R. Hancock, Lung Yan Po, Hon. Mr. Ho Fook, Messrs. Ho Kwong, A. I. Burnie, P. G. Paravacini, Lo Cheung Shiao, Hon. Mr. A. R. Lowe, F. Smyth, J. Bentley, P. M. Hodgson, G. Grimble, J. W. Alabaster, F. W. Hill, W. Dunbar, J. M. Alves, C. Bennard Brown.

The Chairman: Gentlemen, as it is past the hour for which this meeting has been called, I will ask the Deputy General Manager to read the notice convening the meeting.

The notice having been read the Chairman said:—Gentlemen,—With your permission I will follow the usual procedure and take the Report as well as the Auditors' Report as read. It has been in your hands for some days and this being the first meeting at which our figures are presented in sterling alone, you have no doubt studied them with particular interest.

Following upon the conversion of our capital from silver into gold, the recommendations of your Directors are in sterling currency without reference to exchange, and owing to a silver currency alone existing here, the Dividend Warrants have been made payable in London where funds have been supplied to meet them.

I have first to deal with the 1918 Working Account which, after deduction of interim dividend and bonus, shows a most satisfactory balance of \$691,052.610d. Your Directors recommend that this should be divided as follows:—

A final dividend to shareholders of 16

per share on 98,500 shares ..... £78,800 0 0

A bonus dividend to shareholders of 20

per share on 98,500 shares ..... 98,500 0 0

An addition to the Reinsurance Fund, 150,000 0 0

An addition to the Building Reserve Fund, 30,000 0 0

An addition to Equalization of Dividend Fund, 50,000 0 0

To be carried forward to Underwriting Suspense Account to close the account for the year 1918, 283,762 5 10

I feel sure these recommendations will be approved and endorsed by all Shareholders of the Society.

The Bonus Dividend which was first instituted in 1915 shows an increase over last year of 5% on our paid-up Capital, and the payment now recommended should be looked upon at present as high water mark. It must be borne in mind that it is made on our increased Capital, and while our Directors have every desire to see the Bonus Dividend maintained in years to come, a note of warning must be sounded as to the uncertainties of the future. Few of us are able to estimate the time required for the re-adjustment of business life to peace conditions, and the general prosperity of trade which in great part regulates the business of Insurance is not without its shadows.

So far as the year 1919 is concerned, it is with satisfaction that your Directors are able to point to a record premium income which is the more gratifying as it is not accentuated by the special and passing factor of war risk business which accounts for part of our prosperity in 1918.

Our premium income in 1913, the year prior to the war, was in round figures £650,000, and the increase in 1919 to over £1,600,000 illustrates the magnitude of our activities and the general progression of our business. This is in a great measure due to the devoted energy and outstanding personality of our General Manager, Mr. C. Montague Ede, who, in spite of a severe illness handicapping him for many months, has worked on indefatigably in the interests of the Society. I feel sure you will join me in welcoming him back and that you will, with me, pay tribute to his pluck and endurance.

The loss ratio of 34 per cent for the first year's working of 1919 compares with 38% for the first year's working of 1913, but while this speaks well, so far, for the quality of our business, it is too early to form an opinion as to how the year will ultimately turn out.

It is gratifying to be able to inform you that we have good evidence of appreciation of the service given by the Society in respect to Marine Insurance during the trying period of the war and the confidence expressed by my predecessor in the Chair that we might look forward to an increase in the support already afforded has been entirely justified.

Our Fire business shows sound and satisfactory progress, and is turning our attention to other forms of Insurance, you will be interested to

know that, to the best of our knowledge and belief, the Society has the proud distinction of being the first Company to issue an Aviation policy, although some ten years have elapsed since special provision was made in our Memorandum for this class of Insurance. A special department has been formed to conduct it, and while at present its operations are practically insignificant, we shall find ourselves fully equipped to meet the demand which will surely arise with the rapid development of Aerial transportation.

Out of the balance of £926,829.18, we recommend the payment of an interim dividend of twenty-four shillings per share and a bonus of 20 per cent to contributors of business on bonus terms.

Gentlemen, the eminently successful results which it is our pleasure to lay before you to-day are in great measure due to the wholehearted co-operation and devoted attention of the whole of our staff and a bonus of 15 per cent to the Provident Fund has been voted to them. A further Bonus scheme dependent upon profits has also been inaugurated and will, I feel sure, meet with your hearty support.

Turning to the Balance Sheet, you will notice that our capital appears for the first time in sterling. The former subscribed capital divided into 16,000 silver shares has been, as you know, converted into 80,000 gold shares; the 16,000 additional gold shares duly authorized by you last year have been issued and the balance of 2500 shares represents those issued in exchange for shares of the North China Insurance Company Limited. The fusion of interests with this Company formed part of last year's operations, and since the 31st December 1918, "North China" shares have been exchanged for "Union's", bringing our total holding in the capital of the Company up to 92 per cent.

I should not like this opportunity to go by without expressing the Board's high appreciation of the admirable way in which the negotiations for the fusion were conceived and carried out first by Mr. Ede, your General Manager, and afterwards by Mr. Hay, your Deputy General Manager, upon Mr. Ede's departure for home.

You will notice that our Reinsurance fund shows an increase of over £800,000, part of which is represented by the premium on the new shares issued. Our other reserves show themselves to be in a very healthy condition; our Investments are written down to the prices ruling on 31st December last, and you are to be congratulated upon the figures generally.

Following upon the retirement of Mr. H. C. Saunders, to which reference was made at our last Annual Meeting, Mr. O. H. Hobson was appointed London Underwriter. His term of office, I regret to say, was a very short one owing to his untimely death on the 1st January last, and Mr. A. B. Rouse has been appointed to the position.

In deploring the death of Mr. Hobson, we have also to express our grief at the death of Mr. D. B. Murray, whilst in acting charge of our Yokohama Branch, and since our Report was published, the death of Mr. W. R. Ray, our Melbourne Manager. These three gentlemen served the Society long and faithfully and their loss is much to be regretted, and I now beg to propose the adoption of the Report and Accounts as presented, and after this has been seconded, I shall be glad to answer any questions.

Mr. Crockett: Gentlemen,—It gives me much pleasure to second the report and accounts as presented and in doing so I think that the directors are to be congratulated on the result achieved. The excellent figures before us testify to the continued able management of the Company's affairs by the directors, general manager, deputy general manager and staff. The history of the Company is one of continued progress. I am pleased to see the substantial allocations to reserve, and there is no doubt as to the wisdom of this. It is very gratifying to see the very large increase in premium income during the last 7 years and also to note that the staff, on whom so much depends especially in these difficult times, have been given a 15 per cent bonus to their provident fund. I also think that the proposed bonus scheme to them on profits earned is a step in the right direction. We are very pleased to have amongst us again our general manager, Mr. Ede, who for so long has ably guided the affairs of this Society and we would only wish that we could see him in better health. His devotion to our interests is an example to us all.

Hon. Mr. T. H. Holyoak: Mr. Chairman, and Gentlemen,—In taking the unusual course, I believe the unprecedented course of a Director rising to support the report and accounts as presented I do so on behalf of the Board, not because we feel the accounts in any way need supporting because they are excellent and speak for themselves, but because we feel further reference should be made to the extraordinary devotion of the General Manager under most trying conditions. (Applause) Devotion is a quality which demands the admiration of everybody, and devotion to duty under conditions which are terribly trying is an inspiration, gentlemen. It was so that no less than three of your Board Mr. Forbes, Mr. Lang and myself were more

than that, to the best of our knowledge and belief, the Society has the proud distinction of being the first Company to issue an Aviation policy, although some ten years have elapsed since special provision was made in our Memorandum for this class of Insurance. A special department has been formed to conduct it, and while at present its operations are practically insignificant, we shall find ourselves fully equipped to meet the demand which will surely arise with the rapid development of Aerial transportation.

Out of the balance of £926,829.18, we recommend the payment of an interim dividend of twenty-four shillings per share and a bonus of 20 per cent to contributors of business on bonus terms. Gentlemen, the eminently successful results which it is our pleasure to lay before you to-day are in great measure due to the wholehearted co-operation and devoted attention of the whole of our staff and a bonus of 15 per cent to the Provident Fund has been voted to them. A further Bonus scheme dependent upon profits has also been inaugurated and will, I feel sure, meet with your hearty support.

Turning to the Balance Sheet, you will notice that our capital appears for the first time in sterling. The former subscribed capital divided into 16,000 silver shares has been, as you know, converted into 80,000 gold shares; the 16,000 additional gold shares duly authorized by you last year have been issued and the balance of 2500 shares represents those issued in exchange for shares of the North China Insurance Company Limited. The fusion of interests with this Company formed part of last year's operations, and since the 31st December 1918, "North China" shares have been exchanged for "Union's", bringing our total holding in the capital of the Company up to 92 per cent.

I should not like this opportunity to go by without expressing the Board's high appreciation of the admirable way in which the negotiations for the fusion were conceived and carried out first by Mr. Ede, your General Manager, and afterwards by Mr. Hay, your Deputy General Manager, upon Mr. Ede's departure for home. You will notice that our Reinsurance fund shows an increase of over £800,000, part of which is represented by the premium on the new shares issued. Our other reserves show themselves to be in a very healthy condition; our Investments are written down to the prices ruling on 31st December last, and you are to be congratulated upon the figures generally.

Following upon the retirement of Mr. H. C. Saunders, to which reference was made at our last Annual Meeting, Mr. O. H. Hobson was appointed London Underwriter. His term of office, I regret to say, was a very short one owing to his untimely death on the 1st January last, and Mr. A. B. Rouse has been appointed to the position.

## KING'S BIRTHDAY.

A Parade of the troops of the local Garrison will be held in the Happy Valley at 9.30 a.m. on Thursday, 3rd June, to celebrate the birthday of the King.

A Royal Salute will be fired, during the intervals of which a "Feu-de-joie" will be fired.

The salute will be taken by H. E. the Governor.

The band of the 2nd Battn. Wiltshire Regt. will be in attendance.

or less in constant touch for several months in London with our General Manager. Personally, as I was Chairman at that time, and he was exceedingly ill, during part of that time was brought into very close relations in connection with matters which called for prompt decision, and, gentlemen, I can testify to you the extraordinary devotion which your General Manager showed under conditions when most men would have said "It is enough. Let somebody else carry on for the time being." On many occasions when he was forbidden by his own doctor after operations, within a few days at the bedside he was dealing with questions in connection with this Company which only extraordinary devotion could have made him carry on. It is because it is felt that the facts should be widely known and the admiration we have for the General Manager, that I have risen to support this report which has been laid before you. I am sure that I am only voicing the feelings of this meeting when I say that we rejoice that Mr. Ede has sufficiently recovered to come out again and trust that after the further rest which the doctors advise, he will return to Hongkong greatly improved in health to give us the benefit of his matured experience and brilliant brain in the direction of the Society. (Applause.)

The Chairman: Any questions gentlemen? There being no question it has been proposed by myself and seconded by Mr. Crockett that the report and accounts as presented be passed. Those in favour kindly signify in the usual manner. Against? Carried unanimously. The next business is the re-election of Directors.

Mr. Dunbar: I beg to propose the re-election of the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden as Directors.

Mr. Hancock: I beg to second that.

The Chairman: It has been proposed by Mr. Dunbar and seconded by Mr. Hancock that the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden be re-elected Directors. Those in favour? Against? Carried unanimously. The next business is the confirmation of the appointment of Mr. G. M. Dodwell and Mr. G. T. Edkins as Directors.

Mr. Hough: I beg to propose the confirmation of the appointment of Mr. Dodwell and Mr. Edkins as Directors.

Mr. Arnold: I have much pleasure in seconding that resolution.

The Chairman: The confirmation of the appointment of Mr. Dodwell and Mr. Edkins as Directors has been proposed by Mr. Hough and seconded by Mr. Arnold. Those in favour? Against? Carried unanimously. The next business is the re-election of the auditors.

Mr. Hill: I beg to propose the appointment of Messrs. A. R. Lowe and C. Bennard Brown as Auditors at a remuneration of \$2,000 each.

Dr. Sanders: I beg to second.

The Chairman: The re-election of Mr. A. R. Lowe and Mr. C. Bennard Brown as Auditors has been proposed by Mr. Hill and seconded by Dr. Sanders. Those in favour please signify in the usual manner. Against? Carried unanimously. That is all the business gentlemen. I am obliged to you for your attendance. Dividend warrants are now ready and can be had on application at the office.

BRITISH TRADERS' AND CHINA FIRE INSURANCE COMPANIES.

At the Union Insurance Society's Board Room this morning, formal meetings of the shareholders of the British Traders' and the China Fire Insurance Companies were held, when the recommendations of the Directors of the Companies, as per report already published, were proposed by the Chairman, and seconded by Messrs. Lauder and Archbutt, respectively, and carried unanimously.

HARDSHIPS OF ARTISTS.

MAY HAVE TO EMIGRATE.

"Owing to the very great difficulty of obtaining suitable studio accommodation, many of our most promising artists are seriously considering the advisability of emigration." This was the considered statement made by Miss Anna Berry, organizing secretary of the Arts League of Service, who for many months has been investigating cases of hardship in Chelsea. Artists are being turned out of their studios in large numbers by speculators who are exploiting the housing shortage," she said. "Profiteers have

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

## TENNIS CHAMPIONSHIP DOUBLES.

## HONGKONG C.C. TOURNAMENT.

## LO BROTHERS WIN.

Before a very large crowd of spectators, yesterday, Lo Brothers clashed with Ng Sze Kwong and A. H. Rumjahn in a very strenuous contest for the Open Championship Doubles in the Hongkong C.C. Tournament.

It was characterized by many present who have followed this year's competition closely, as the best match of the season. M. W. Lo and Ng Sze Kwong fought out the match, although the partners on each side M. K. Lo and A. H. Rumjahn lent able support throughout.

In placing M. W. Lo exhibited the greatest brilliancy, while Ng Sze Kwong shone in returning seemingly impossible places. M. W. Lo played with the greatest care, at the net, and it was very seldom that the ball went past his guard. The Lo went in for lobbing far more than usual this time, and except for the early games, made a great success of this style. A. H. Rumjahn did excellent work at times, but was very erratic on him. If entrusted with more responsibility by his partner in general, Rumjahn would have shown up much better. Rumjahn, at times, would give the impression of being the best player of the four, especially in volleying, but persistently drove into the net.

The heat of the day affected the players to some extent, but was a good factor for both sides as it tended to discourage that over-enthusiasm which sometimes mars important contests of this kind.

The first set was well contested, Ng Sze Kwong started off well, but the Lo's picked up as the set was fought out. With the games standing 6 all, Ng Sze Kwong lost his service, putting the Lo's in the lead 7-6. Ng Sze Kwong was responsible for the loss of the set, as he tried to make a play which should have been left to Rumjahn and lost the game and set, 8-6.

The second set was going very easily in favour of Ng Sze Kwong and Rumjahn and they had their opponents to the tune of 5-1 at the end of the 6th game. The next game was lost by Ng Sze Kwong's over-anxiety to do all the playing for his side, he taking a hazard which should have been Rumjahn's, and the Lo's won, making the score 5-2. The next play was such as to draw round after round of well-earned applause for the Lo's, for they fought nobly against their handicap until the score stood at 5 all. Ng Sze Kwong and his partner began fighting back very vigorously, realizing the importance of winning this set. It looked for a time as though their hopes would be realized, but the Lo's took the set in the end by winning the last two games easily. The Lo's were heartily applauded for their excellent work, particularly in the last game of this set, their lobbing being most efficient.

As is always the case, the leaders became the favourites with the spectators who settled comfortably back in their chairs to watch the Lo's take the third set. But Ng Sze Kwong and his partner played a far better brand of tennis in this set, than they had done before, and in spite of brilliant work on the part of the Lo's, they took the set, 4-5.

The fourth set opened auspiciously for Ng Sze Kwong and Rumjahn, thanks to the clever work at the net of the latter, and the set was very closely fought out, both sides playing very carefully. With the set standing at 4 all, the Lo's went in very strongly on the ninth game, which they took, following up by winning the 10th. M. K. Lo's volleying in the last game brought the match to a close.

M. K. Lo and M. W. Lo are now the double champions of the Colony. They beat Ng Sze Kwong and A. H. Rumjahn 8-6, 9-7, 4-6, 6-4.

CHAMPIONSHIP SINGLES.

On Tuesday, May 25th, the Singles Championship of the Colony will be contested between M. W. Lo, challenger and Ng Sze Kwong (holder) for the Singles Championship of the Colony. It is expected that there will be an even larger turnout to witness this match than was present yesterday.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

snapped up every available room in Chelsea, put a few sticks of furniture in them, and are reaping a harvest from extortionate rents. I have known of artists who have been searching for studios for months, and even for as long as a year. Many of them must have starved. London, like all European cities, should have its artists' quarter, and Chelsea, with its existing accommodation, is the place for it. The least that can be done is to afford artists some protection against being driven away from the district."

Two new Landlords are being built in the "WALLA-WALLA" Road. Phone No. 3516.

## THE CROWN AGENTS.

## COMMENT FROM CEYLON.

The Crown Agent system will, it is to be feared, die hard. It has been criticised on all hands but, archaic though it be, the system is still much in evidence. Ceylon has suffered badly from it, says the Ceylon Observer, and goodness knows how much the island's present difficulties in regard to supplies are traceable to the Crown Agents. Shortage of drugs, for instance, in hospitals, in planting districts has been a chronic complaint, though private firms have been able to supply them. Singapore and Hongkong are at present putting up a fight against this unhappy institution, and we have every reason for sympathizing with them. One of the reasons urged against it is that it is not conducive to private enterprise.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

THE Management of the "CHINA MAIL" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "CHINA MAIL" unchanged.

Hongkong, May 17, 1920.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "CHINA MAIL" will be charged for at the rate of \$1. each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

## G. R.

## MOTOR CAR &amp; CYCLE NUMBER PLATES.

IT IS NOTIFIED for the information of the Public that MOTOR CAR and MOTOR CYCLE Number Plates Nos. 201-300, can be obtained on application at the Licensing Office, Central Police Station. The price is \$1.50 per plate.

P. P. J. WODEHOUSE,  
Captain Superintendent Police.  
Hongkong, May 20, 1920.

## TO LET.

TO LET.—From 1st July next, 79, Wyndham Street, a THREE-STORY HOUSE, with basement and separate servants' quarters. Apply to Messrs. PATEL & Co., 14, Des Voeux Road, above Wiseman Ltd.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, May 25, 1920,

commencing at 11.30 a.m.

at Messrs. Kin Tai Loong's Godown, West Point.

2,000 Bags No. 1 Tenkin White Rice.

Terms.—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, May 21, 1920.

on

WEDNESDAY, May 26, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

650 Bags Castor Seeds.

On view now.

Terms.—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, May 21, 1920.

## BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed, Chamberlain's Colic, Wind and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

## NOTICES.

## LANE, CRAWFORD &amp; CO. FOR SILK SOCKS.

EVERY DAY THERE IS SUNSHINE; JUST ENOUGH TO WARN US THAT SUMMER IS HERE; JUST ENOUGH TO TURN OUR THOUGHTS TO SIL



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

## SAILINGS.—

To Macao daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)Police permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.  
FOR NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing about end of May.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE &amp; TRIESTE

## S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.  
(SOUTH SEA MAIL S.S. CO.)Regular Services between  
JAPAN, HONGKONG & JAVA  
FOR JAPAN.

## S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.  
(TAIYO KAIYUN KAISHA)Steamship Services (Trans-Pacific).  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN  
PORTS with transshipment at CALCUTTA.In conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES.For Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LTD., Agents.IRON AND STEEL PRODUCTS  
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON &amp; CO. (TELEPHONE 516).

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG.

BURG—Monthly direct service via Singapore and Port Said.  
HAMBURG—Wednesday, 16th June.  
HIMALAYA MARU—Middle of July.

## BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

PANAMA MARU—Friday, 28th May.  
SEATTLE MARU—Sunday, 4th July.

## BOMBAY &amp; COLOMBO—Regular fortnightly service via S'pore.

LUZON MARU—Sunday, 23rd May.  
SAIGON, BANGKOK & SINGAPORE—Regular Monthlyservice.  
UNYAN MARU—Tuesday, 1st June.

## SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU—Friday, 14th June.

## VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

AFRICA MARU (Call Manila)—Wednesday, 26th May.  
CHICAGO MARU (Call Manila)—Saturday, 6th June.

## NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU—Monday, 24th May.

## JAPAN PORTS—Moj, Kobe Yokohama, Yokohama.

MADRAS MARU (Call Kobe &amp; Yama)—Wednesday, 26th May.

## KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 23rd May.

## TAKAO via SWATOW and AMOY.

SHISEN MARU (Takao direct)—Monday, 14th June.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 and 745.

## THE CHINA &amp; AUSTRALIA S. S. CO. LTD.

FOR MELBOURNE &amp; SYDNEY, via MANILA, SANDAKAN &amp; QUEENSLAND PORTS.

"HYAKU PING"—Sailing on or about June 31st.  
"VICTORIA"—Sailing on or about July 2nd.  
(\*Calling at Port Darwin).For Passage and Freight apply to—  
THE CHINA & AUSTRALIA S. S. CO., LTD.  
113 Connaught Road Central.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI & TSINGTAO  
SWATOW AND BANGKOK  
AMOI, SHANGHAI AND FUKOW  
MASTA CEBU & ILOILO  
WELSHAI, CHERO, NEWCHOWANG  
TIENTSIN  
SHANGHAI & TSINGTAO  
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 28.



Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CROSSEYS"—About June 10th.  
"ICOMIUM"—About June 22nd.  
"WHEATLAND MONTANA"—About July 12th.

FOR PORTLAND Direct.

(Calling at Shanghai and Kobe)  
"MONTAGUE"—About June 15th.  
"WABAN"—About June 23rd.  
"ABERROO"—About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:  
THE ADMIRAL LINE,  
Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.SERVICE TO UNITED STATES  
NEW YORK and/or BOSTON.  
Via Panama

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 28th

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE

TELEPHONES  
2477 & 2478.

AGENTS.

5TH FLOOR  
HOTEL MANSIONS.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT  
S.S. VINITA May 25 S.S. VINITA May 27  
S.S. WEST HIXON June 10 S.S. WEST HIXON June 12  
S.S. WEST MONTOP July 10 S.S. WEST MONTOP July 12Through Bills of Lading to all U.S. and Canadian Overland Points;  
no Transshipment enroute.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Princo's Buildings, Chater Road.

CHAS. E. RICHARDSON,  
General Agent for South China.

Telephone No. 1023.

## TOKYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, HONOLULU, HAWAII, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Leave Hongkong  
TOKYO MARU 23,000 tons 27th May  
HIBERIA MARU 20,000 tons 13th June  
SHINYO MARU 23,000 tons 17th June  
PERMIA MARU 9,000 tons 5th July  
KOREA MARU 20,000 tons 14th July

\*From Kobe. \*Call at Keelung. \*Omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CALLAO, ARICA and IQUIQUE.

Steamers by Trans-Andean Route to Buenos Aires.

Steamers Leave Hongkong  
KIVO MARU 17,200 tons July 12th  
AMYO MARU 18,500 tons Sept. 6th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

## FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa, and the Panama Canal.

Steamers Leave Hongkong  
CHOWO MARU 17,200 tons May 24thFor all information as to rates, freight space, sailings, etc., apply to—  
Y. TSUTSUMI, MANAGER  
Kings Buildings.  
Telephone Nos. 2774 & 2775

## SHIPPING

## CP &amp; OS

## SAILINGS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (\*Moj)) Kobe &amp; Yokohama)

Steamers Leave Hongkong

Empress of Japan May 26 June 16

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passage Rates Hongkong to United Kingdom.

Empress of Japan 18,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 18,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Monteagle 18,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Rates &amp; sailings subject to change without notice.

For Rates and other information please apply to

Telephone Nos. HONGKONG OFFICE: 2477 &amp; 2478. CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (18,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" June 2nd 1920. "NILE" June 19th 1920. "CHINA" May 23rd 1920.

AN UNBUREAUED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Tel. Passenger Dept. 1984.  
Princo's Buildings, Ice House Street. Tel. Freight Dept. & Agent, 2161.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY &amp; POOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN SAILINGS.  
HAILONG Capt. J. S. Thomson TUESDAY, 26th May, at 2 p.m.  
HAIKONG Capt. W. C. Farnsworth FRIDAY, 28th May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—  
DOUGLAS LAPRAIK & Co.

## AMERICAN &amp; ORIENTAL LINE.

FOR HAVANA &amp; NEW YORK VIA PANAMA CANAL.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,  
MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman &amp; Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAILINGS.  
LONDON AND HAMBURG—"KATHLAMBA"—Second half July.

Subject to change without notice.

THE BANK LINE, LTD.  
General Agents.

Or to KRIBS &amp; Co., Canton.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. &amp; CHINA MUTUAL S.S. CO., LD.)

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG

"THURMACHUR" via Panama 28th May  
"HOWICK" via Suez 27th May  
"DEUCALION" via Suez 29th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to  
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.  
HONGKONG & CANTON REIMS & CO., CANTON.

## CONGESTION OF THE PORT OF LONDON.

CARGO OF TEA DIVERTED TO GLASGOW.

Mr. Justice Greer, in the Commercial Court of the King's Bench Division, had before him an action by the Manghai Tea Co., Ltd., Leadon-hall-street, London, against the Ellerman Lines, Ltd., of Moorgate-street, London. Plaintiffs, as the holders of a bill of lading in respect of 479 chests of tea shipped on board the "City of Canton," from Calcutta to London, claimed a declaration that the shipowners were not entitled to carry over the tea from London to Glasgow, and that they were not entitled to claim the bill of lading or any weight upon delivery of the tea at Glasgow, or to claim or exercise any lien in respect of the freight.

Mr. R. A. Wright, K.C., opened for the plaintiffs, whose case was that the bill of lading provided for the carriage of the goods from Calcutta to London, and for delivery of the goods to the plaintiffs at London on payment of freight at £8 10s. per ton, less 5s. discount. The steamship arrived in the Thames on or about January 22, 1920, but without discharging any part of the goods proceeded to Glasgow, and had there discharged the same. The defendants, by letter from their agents, dated March 1, 1920, had asserted that they were entitled to be paid freight at the bill of lading rate in respect of the carriage of the goods, and had declined to allow the plaintiffs to have delivery except upon payment of freight at the rate specified in the bill of lading. The plaintiffs contended that in the events that had happened they were not liable for the bill of lading, or any freight, and were entitled to have the goods delivered to them at Glasgow without any payment of freight.

Defendants said that on Thursday, Feb. 18, 1920, several steamships, including the vessel "City of Canton," were detained at London unable to discharge their cargoes of tea owing to the congestion of the port. A meeting was held between representatives of the Ministry of Shipping, of the Ministry of Food, and of the Ministry of Transport, representatives of the various shipowners-concerned, and representatives of the tea trade and of tea merchants concerned in the cargo. The Indian Tea Association thought the Ministry of Food had made application to the Shipping Controller to secure the shipment of the cargoes, and the representative of the Shipping Controller stated that in view of the congestion of the Port of London the vessels could not discharge their cargoes of tea in London, but must be diverted to other ports to discharge, one being Glasgow. Defendants counter-claimed that they were entitled to the freight stipulated in the bill of lading, and alternatively that they were entitled to forward the goods to London and to recover from the plaintiffs the bill of lading freight plus the charges of bringing the goods from Glasgow to London.

Sir John Simon, K.C., presented the case for the defence.

After hearing evidence on both sides, his Lordship gave judgment for the plaintiffs. He said the question was whether or not the ship had fulfilled the contract contained in the bill of lading by discharging the cargo at Glasgow. In his opinion delivery at Glasgow was not a complete fulfilment of the contract, and it seemed to him in the circumstances that the plaintiffs should have a declaration that the costs and charges and any damages incurred through the goods having been discharged at Glasgow and transported from Glasgow to London should be borne by the defendants.

## A BISHOP'S RIGHTS.

REFUSAL TO INSTITUTE RECTOR.

Mr. Justice Coleridge delivered judgment recently in the action by Sir J. A. R. Gore-Booth against the Bishop of Manchester for having refused to institute to the living of the Sacred Trinity, Salford, the Rev. C. S. Carey, whom Sir Josslyn had, as patron, presented.

It was admitted, said the judge, that Mr. Carey habitually practised the reservation of the Sacrament, the wearing of vestments, the ceremonial use of incense, and the unnecessary lighting of candles on and about the Communion table.

The Bishop, in refusing to institute Mr. Carey, fully informed the plaintiff of his ground for doing so. The Bishop had a right to interpret the clerk as to his practices, and if they were illegal, to demand that they should be discontinued. On any view, three out of the four practices cited were illegal, and the clerk, having refused to discontinue them, was not a fit person.

His judgment, therefore, was that the Bishop was not bound to institute Mr. Carey, and that the Bishop had a right to institute his own nominee.

Sir Josslyn is the brother of the Countess Mervin, who was elected Sinn Féin M.P. for the St. Patrick's Division of Dublin in 1918, and of Miss Eva Gore-Booth, the poet and social worker.



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &amp;c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NOVARA"	7,000	27th May	MARSHALLS LONDON & A'warp.
"DELTA"	8,000	28th June	MARSHALLS LONDON & A'warp.
"NELLORE"	7,000	13th June	MARSHALLS LONDON & A'warp.

## BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA"	4,700	22nd May	Straits, Rangoon and Calcutta.
"TAKADA"	7,000	31st May	

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

EASTERN"	4,000	25th May	Sydney via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.
----------	-------	----------	---

## SAILINGS TO SHANGHAI &amp; JAPAN

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*\*Calls at Antwerp.  
Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Saturday, 22nd May, at 11 a.m.  
FUSHIMI MARU ... Tuesday, 18th June, at 11 a.m.  
TAIJI MARU (Calling Manila) ... Wednesday, 30th June, at 11 a.m.  
KATORI MARU (Calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU ... Saturday, 22nd May, at Noon.  
KATO MARU ... Friday, 28th May, at Noon.  
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.  
TANGU MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Munora, San Francisco, Panama & Colon.

LIMA MARU ... Monday, 24th May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

OMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Wednesday, 26th May.

BOMBAY MARU ... Wednesday, 23rd June.

ALCUTTA & RANGOON via Singapore & Penang.

SANUKI MARU ... Tuesday, 25th May.

PAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 23rd May, at 11 a.m.

SHIKO MARU ... Friday, 28th June, at 11 a.m.

TANGHAI, KOBE & YOKOHAMA.

TUSHEIMA MARU ... Sunday, 23rd May.

KAMOMARU ... Thursday, 3rd June, at 11 a.m.

AWA MARU ... Thursday, 3rd June.

SHINZU MARU ... Saturday, 5th June.

Further information apply to—

NIPPON YUSEN KAISHA

S. YASUDA, Manager.

Telephone Nos. 593 &amp; 595.

## VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Tonyo Maru	Toyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Siberia Maru	Toyo Kisen Kaisha	On 13th June.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 14th July.
San Francisco via Shanghai, Japan &c.	Equador	Pacific Mail S.S. Co.	On 16th June.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 30th May.
Seattle, Tacoma, Victoria & Vancouver.	Crosskeys	The Admiral Line	On 10th June.
Victoria, Vancouver, Seattle & Tacoma.	Africa Maru	Ozaka Shosen Kaisha	On 22nd May, at 11 a.m.
Victoria B.C. & Seattle via S'hai, &c.	Kashima Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ltd.	On 3rd June.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 3rd June.
Shanghai, Kobe and Yokohama	Tanishima Maru	Nippon Yusen Kaisha	On 23rd May.
Australian Ports via Manila	Aki Maru	Nippon Yusen Kaisha	On 23rd May, at 11 a.m.
Australian Ports via Japan	Eyo Maru	Toyo Kisen Kaisha	On 13th July.
Marseilles, London & Antwerp	Norara	P. & O. B.I. & A.L.	On 27th May.
Portland	Montague	The Admiral Line	About 19th June.
New York via Panama	Bolton Castle	Dodwell & Co., Ltd.	End of May.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 23rd May, at 11 a.m.
Shanghai and Kobe	Shimon Maru	P. & O. B.I. & A.L.	On 23rd May, at 11 a.m.
Amoy, Shanghai and Peking	Iohang	Butterfield & Swire	On 23rd May, at 2 p.m.
Shanghai and Tientsin	Yingchow	Butterfield & Swire	On 23rd May, at 4 p.m.
Calcutta via Straits & Rangoon	Sanki Maru	Nippon Yusen Kaisha	On 23rd May.
Singapore, Penang & Belawan-Deli	Van Weerwijk	Java-China-Japan Lijn	On 23rd May.
Keelung via Swatow and Amoy	Amakusa Maru	Ozaka Shosen Kaisha	On 23rd May.
Saigon, Bangkok & Singapore	Unnan Maru	Ozaka Shosen Kaisha	On 1st June.
Swatow, Amoy & Foochow	Hailong	Douglas LaPraik & Co.	On 21st May 2 p.m.
Bombay & Colombo	West Himrod	Struthers and Dixon, Inc.	On 1st June.
London and Antwerp	Hayre Maru	Ozaka Shosen Kaisha	On 18th June.
London via S'pore, Pang & C'bo &c.	Mishima Maru	Nippon Yusen Kaisha	On 22nd May, at Noon.
Mauritius, Delagoa Bay, Durban	Panama Maru	Ozaka Shosen Kaisha	On 23rd May.
Marseilles, London & Antwerp	Delta	P. & O. B.I. & A.L.	On 23rd June.
Takao via Swatow and Amoy	Shimon Maru	Ozaka Shosen Kaisha	On 14th June.

## JAVA-PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

GENERAL MANAGERS

Telephone No. 1574.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO  
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailing and Fare from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COUPON" THOS. COOK &amp; SON, Hongkong Hotel Buildings, Hongkong.

Telephone No. 594.

Also HANGHAI, PEKING, YOKOHAMA, MANILA.

Cable Office—LUDGATE CIRCUS, LONDON, E.C.

## CHINA MAIL S. S. CO., LTD.

## SPECIAL SAILING

## S.S. "NILE"

## HONGKONG to SINGAPORE.

The s.s. "Nile" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on or about June 14th.

For full particulars regarding freight or passage apply to

O. H. RITTER,  
Agents.

Prince's Building, Tel., Passenger Dept. 1934.  
Ice House Street, Tel., Freight Dept. & Agent. 2161.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 200 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 2.  
Estimates furnished on application.

Hongkong, April 1, 1912.

## STEAMING COAL.

Contracts Solicited for Bunkering Ships  
at Hongkong, Shanghai, Keelung (Formosa)  
And All Leading Japan Ports.

## K. KIMURA &amp; CO.

2, Connaught Road Central.

Cable Add. "Propaganda." Tel. No. 2530.

## A. KWAI &amp; CO

10 &amp; 12 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandelers, Coal Merchants,

Ballast, General Storekeepers

AND

Soap and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 128.

## WING KEE &amp; CO.

29, Connaught Road Central.

COAL MERCHANTS.

SHIP CHANDLERS, CONFRADORES

AND

STEVEDORES.

Cable Add. "CHICOT." Tel. 144.

## SHIPPING

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"EQUADOR" "VENEZUELA" &amp; "COLOMBIA"

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

## THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "EQUADOR" ... WEDNESDAY, June 16th.  
S.S. "COLOMBIA" ... WEDNESDAY, July 14th.  
S.S. "VENEZUELA" ... WEDNESDAY, August 11th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST ODDO" ... SATURDAY, May 22nd for San

S.S. "EASTERN MERCHANT" ... TUESDAY, May 25th for San Francisco

S.S. "WEST CONOB" ... Beginning of June for Baltimore via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via

S.S. "LAKE GILPEN" ... SATURDAY, May 22nd for Calcutta via





## BATHING PARTIES

will soon be in full swing. Choose your Bathing Suit from our new Stock and you'll be ready for a swim.

The newest styles in plain colours and fancy stripes in cotton and wool.

PRICES RANGE FROM \$3.25 per Suit.

## MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 29.

## AMERICAN'S CRIME.

BRITISH JUSTICE.

ONE LAW FOR ALL.

Sir Beatson Bell, Chief Commissioner of Assam, has passed an order on the petition of mercy by the Rev. L.R.R. Jackson, the American Baptist Missionary, who was sentenced to two years' imprisonment for killing Major Clete, commanding the Gurkha Military Police Sadiya.

The order says: "It is clear homicide committed while accused was in a state of extreme mental affliction, having just heard of his wife's infidelity. At the same time it cannot be overlooked that he, a strong man armed with a revolver, shot down an unarmed man dressed in his pyjamas. The deceased, moreover, was a soldier who had fought bravely in the war and was totally blind in one eye as the result of a wound received. If the accused had said to the deceased 'Clete, you have ruined my wife. I have brought my revolver, get out yours, one of us must die,' and if a fair fight had then taken place and accused had killed his man, I should have reduced the sentence from two years to two weeks. As it is I cannot help feeling that the sentence is too lenient. I had before me a case of a Gurkha who killed in a sudden fury a man who boasted that he had corrupted the wife of the accused. I also had before me a case of a Kuki who shot another Kuki in the jungle because of a quarrel about the possession of a wife. In both cases the sentence was transportation for life and in both cases I declined to interfere. There cannot be one law for American missionaries and another for Indian hill men. In fact after a careful perusal of the record and of the painful correspondence which has been filed, I feel that if I had been the judge who tried the case I should have been constrained to pass a sentence of at least seven years' rigorous imprisonment. This does not, however, necessarily mean that sitting as a court of revision I should of my own motion take the extreme step of enhancing the sentence which has actually been passed. After anxious consideration I have come to the conclusion that I should simply decline to interfere. The sentence will therefore stand and the law will take its course."

Mr. Aspinall said that, in addition to the reference to ships in the Peace Treaty, there was provision for the liquidation of properties, rights and interests of enemies within allied territory, and he submitted that if he did not come in under ships he came in under Article 297 of the Order in Council of August 18, 1919, where a clearing-house was set up in the United Kingdom for dealing with these properties, rights and interests. That "property" must include cargo and ships or their equivalent in money in the custody of the Court. A provision said that none of the property rights or interests which belonged to Germany should pass to them. This should be a guide to his Lordship as to the right course to pursue in this case.

His Lordship observed that if the Government received the proceeds of these vessels they might use them as set-off against claims they had against Germany for Dutch ships illegally torpedoed or mined. It might well be within the sovereign power of the Netherlands Government to take that course.

Dr. Bisschop said that if the Crown is right it would not be possible for a nation to maintain its neutrality. The Crown says we are here as agents of the German shipowners. That contention has never been taken by the Dutch Government. On the other hand, they have consistently denied it. We claim restitution of the ships as the natural and only outcome of the decree made by this Court that the seizure was a wrongful seizure, in violation of the neutral and sovereign rights of the Dutch Government. We ask for the restoration of our own rights, with all the consequences attached to your decision that our rights have been violated, and that means restoration of the position that would have prevailed had the violation not taken place. Nothing that has happened since can affect that. Not to restore would be a second violation of the neutral rights of the Dutch Government. Mr. Aspinall said the appraised value in Court took the place of the ships; therefore, neither the Dutch Government nor the Prize Court had anything to do with the twosinking. There might be a matter between the British Government and the German Government as to these sinkings, but with that the Dutch Government had nothing to do, any more than it had to do with the sinking of German ships to restore property sunk by German submarine warfare. The Dutch Government could not be dragged into the Peace Treaty to which they were not signatory, and all consideration as between belligerents were foreign to the issue in this case.

His Lordship said he must take time to consider his judgment.

Take a "WALLA-WALLA" BOAT

to your ship. Phone No. 3516.

## CROWN'S RELUCTANCE TO DROP \$41,000-WORTH OF SECURITIES.

SEIZURE OF BONDS, SHARES AND COUPONS ON FOUR SHIPS.

HISTORIC APPEAL FROM THE PRIZE COURT.

When Lord Sturdale, in the Prize Court, last year called upon the Crown—which, in the prize phrase, had "laid its hand" on \$41,000 worth of bonds and securities—to open its hand and drop the whole \$41,000 worth into the lap of claimant banks and stockbrokers, there was considerable heartburning in the Procurator-General's department. Had not Sir Samuel Evans in the United States taken the very opposite course? There the seized securities were ordered to be detained under the Reprisals Order. It was decided to appeal from Lord Sturdale to the Privy Council.

Lord Sturdale had delivered two judgments on May 30 and June 25, ordering the release of bonds and coupons seized on the "Noordam," the "Rotterdam," the "Zaandijk" and the "Galina," and the consolidated appeal from these judgments has provided arguments which the Privy Council has just spent two days in hearing. In a word, the difference between the case of the United States securities and these was that Sir Samuel Evans found that the securities were sent from Germany and the transit of the securities across Holland was on an "impulse" from Germany; it was a continuous transit or "continuous voyage" from Germany to America. Therefore they were goods of enemy origin. (The case of the Frederick VIII. had already decided that securities were "goods.") Lord Sturdale, in the case of the \$41,000 worth, found that they were sent to Holland to be dealt with; and that that concluded one transaction. On a fresh transaction and a fresh "impulse" they were sent by Dutch brokers and banks to America, which was quite another affair. They were then of neutral origin, and a horse of different colour.

The Attorney-General before the Privy Council argued in this wise. The case could not be decided without defining the meaning of "enemy property." The Order in Council must have intended thereby something different from "enemy property." The fact that goods had ceased to be "enemy property" did not affect their "origin." It was submitted that "origin" in Article IV. of the Order in Council was complementary to "destination" in Article III. and meant that the goods had come in Germany and had come from there. One of the chief tests in ascertaining the real destination of a cargo was whether it was consigned to the neutral port to be there delivered for the purpose of being incorporated in the common stock of the country. The goods in this case were not delivered in Holland for that purpose. The immediate shipment to America in every case pointed strongly to the opposite conclusion.

For the Crown as appellant, appeared the Attorney-General, Sir Gordon Hewart, K.C., M.P., the Solicitor-General, Sir Ernest Pollock, K.C., M.P., and Mr. Geoffrey Lawrence, instructed by the Treasury Solicitor, 276, Royal Courts of Justice, Strand, W.C., and for the respondents, Messrs. Louis Korip and Co., Amsterdam stockbrokers, and Messrs. Kalkor and Polack of Amsterdam, Mr. C. R. Dunlop, K.C., and Mr. L. F. C. Darby, instructed by Messrs. Wallons and Co., 101, Leadenhall-street, E.C., the American Express Co., Mr. T. W. H. Inskip, K.C., M.P., and Mr. T. Mathew, instructed by Messrs. Parker, Garrett and Co., St. Michael's Rectory, Cornhill, E.C.3; and Messrs. Zimmer and Forsyth, American stockbrokers, Sir Eric Richards, K.C., and Sir Robert Aske, instructed by Messrs. Travers Smith, Braithwaite and Co. of 4, Throgmorton-avenue, E.C.2.

The Attorney-General further contended that while the bonds and coupons were of enemy origin under the Article, many of them were actually of German issue; they were enemy property, seized very shortly after leaving Germany; and Article IV. of the Reprisals Order contemplated that goods the property of neutrals, and shipped from neutral ports might be seized as being of enemy origin. The fact of delivery from Germany to a neutral in a neutral country could not divest such goods of enemy origin, and the bonds and coupons were of enemy origin within the principle of the *Leonora*, 1919, A.C. 974. The avowed object of the Reprisals Order was to prevent commodities of any kind from reaching or leaving Germany, and it was of vital importance to Germany to convert such commodities as these into money. Lord Sturdale took the line that there was no continuous transit when the seller had ceased to have control over the goods. "I do not think," he said, "it matters that he may have sold to a person in Holland because he thinks or wishes that that person in Holland is going to send them to America." This, the Attorney-General said, was too general a statement of the law and it might be very material that the goods were known and intended by the German

## INDIA'S FINANCERS.

SOME CRITICISMS.

The *Times* of India's financial correspondent describes how the financial situation is causing anxiety in conservative circles. The large contraction in note circulation is now telling seriously on the limited available resources of banks, and the Bank of Bombay rate is raised to 9 per cent. Merchants and middlemen in Bombay are unable to find accommodation to remit funds up-country for the purchase of Indian produce for shipment, and as a result the supply of export bills is diminishing and the demand for sterling drafts on London is proportionately intensified. The country appears to be starving for export finance, and the harvests of the country are not moving freely towards the centres. The combined cash reserves of the Presidency Banks have fallen to Rs. 24 crores, which are quite inadequate for internal finance. The produce merchants at the great ports are finding it difficult to get accommodation, and the discount rate in Bombay has advanced to 11 per cent and large industrial concerns are pressed for finance for storage of raw materials. The export of capital continues on a heavy scale and foreign holders are piling up their Indian securities on a wholesale basis. The Bombay Stock Exchange is heavily loaded with shares, and investors are selling off their Government securities. This does not augur well for the coming Government and Corporation loans. The correspondent deprecates the present Government policy of contracting the note circulation during the export season and suggests the rapid and relentless raising of the bank rate for the conservation of the resources of central banks as the only palliative against the money market trouble.

## 100 AEROPLANES FOR INDIA.

CONTEMPLATED SEAPLANE SERVICE.

Bombay, April 29.—The announcement is made officially to-day of a gift of 100 aeroplanes from the Air Ministry to India. It is understood that these machines have been used for military purposes, but are capable of easy conversion for commercial purposes, and in view of the fact that the first consignment is expected in a few weeks the Civil Aviation Board of India is now considering the best uses to which the machines can be put. Any development of aviation until after the monsoon is unlikely, but in the next cold weather it is quite possible that there will be extensive experiments in inland mails.

The proposal is to establish a seaplane service between Karachi and Bombay and to link up Delhi, Calcutta, Madras and Bombay. A number of Indians having expressed their desire to learn to fly, the machines arriving shortly with dual control will give young Indians the opportunity of becoming experienced pilots.

It is generally considered that the gift marks a distinct step forward in aviation in India. Meanwhile the Handley-Page Company is doing very useful work in creating interest in aviation in this country. The first Handley-Page took the air again to-day after a thorough overhauling and is to make non-stop flights to Poona and back. The second machine is to leave Calcutta for Lahore as soon as it is ready to take the air.

seller to be sent overseas. In one case the goods were actually purchased in Germany by the agent of the American claimants in Germany and sent by him to Holland to be sent to America. Here the "impulse" clearly came from Germany. In four cases the impulse came from German firms. The facts of completed delivery in Holland to a neutral intermediary and that the senders no longer "controlled" the transit did not divest the bonds of their enemy character. These facts were incidental to a single transit.

Japanese bonds and coupons made up the larger part of the seizures, but there were also American coupons and notes, Northern Pacific Railway bonds, \$4,000 Baltimore and Ohio shares. At the trial some evidence was given on behalf of the Crown that the Dutch Revenue Stamp would be impressed on all bonds dealt with on the Dutch Stock Exchange, and it was argued that as many of the bonds which were alleged to have been sold on the Dutch Stock Exchange were not so stamped, the alleged sales must have been colourable. The President, however, was not satisfied that the Dutch Revenue Stamp would be necessary in such cases.

Their Lordships reserved their judgment.

## A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is not sign that you will get a bottle of Chamberlain's Pain-Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

## DAIRY FARM NEWS.

Received new shipments

of LAMB, MUTTON, BEEF, RABBITS, HARES,

&amp;c. &amp;c.

from Australia.

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS, direct from the Scottish Fisheries.

## PICNIC CHEESE

Prepared by us and put up in neat glass jars at 30 cents per jar.

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

## MILLIONAIRE OF MYSTERY.

RIVALLING THE TALENTS OF THE "ARABIAN NIGHTS."

The life story of Sir Basil Zaharoff, G.C.B., G.B.E., resident of London, Paris, Athens, Madrid, and Monte Carlo, amasser of magic millions, and plotter of sensational philanthropic surprises, is perhaps the strangest tale of riches and romance in the history of modern Europe, writes a correspondent in a home paper. No parallel to his remarkable career is to be found outside the Arabian Nights.

The Millionaire of Mystery, as he is called, is the uncrowned caliph of to-day; a direct descendant of the romantic Haroun al-Raschid, celebrated in ancient story. He moves from one capital to another, enveloped always, as was the classic caliph of fiction, in the cloak of mystery. Suddenly he appears before some astonished Scheherazade, bestows an amazing gift, and as suddenly disappears.

He gave £500,000 a year to the Greek Government during the Balkan wars. The city of Athens received £100,000 from him for the establishment of a radio-telegraph station. He presented £20,000 to a fund for training French athletes for the Olympic Games. He established a Chair of Aeronautics in the Paris Sorbonne, at a cost of £28,000, and a similar in the University of Petrograd. He gave £25,000 to London University for a Chair of Flying, and a like amount to Oxford for a Chair of French. Palatial legations for the Greek Government have been provided by him in nearly every capital of the world.

SHUNS PUBLICITY.

It is impossible to place any estimate upon his gifts to charity, for this modern al-Raschid discloses his identity only when he must. He shuns the limelight of publicity, always keeping his own personality carefully veiled. A genuine Oriental favour of his affairs.

Years ago—he is now sixty-seven—the son of a Greek mother and a Russian father, who were living in comparative poverty in Russia, he came to Paris to seek fortune. To-day he lives in magnificence and luxury beyond the dreams of ancient princes. He enjoys the fellowship of the elect, the homage of beauty, the adulation of statesmen, the esteem of scholars. He dines with the rulers of nations. He can match gold, art treasures, castles, estates, ships, banks, and commercial enterprises with any say Croesus of Europe.

Sir Basil it was whose influence caused the Greeks to array themselves with the Allies against Germany. His many helpful activities won him the grateful recognition of a dozen countries. Germany placed a startling price upon his head, and his every movement became an especial mark of her espionage system.

He is an international power—this unassuming little man of mystery—but not one person in a million knows anything about him. Even his business associates have learned very little concerning his affairs. They do not know how much money he is worth, or how he amassed his fabulous wealth. They have no knowledge of his philanthropic contributions. They cannot say where he is to be found.

UNIVERSAL FINANCIER.

Sir Basil is one of the largest shareholders of Messrs. Vickers, Limited, and of a number of other large London firms. He has great shipping interests in the north. He is reputed to control half a hundred banks, and to have extensive business interests in all the principal cities in Europe.

This uncrowned potentate, who, practically unknown, has become a dominant figure in world affairs; this romantic caliph, who appears from nowhere to render invaluable assistance to strivers for culture and progress, and who pours gold into the impoverished coffers of universities and Governments, is a retiring, distinguished looking little man, with kindly blue grey eyes, an intellectual face, and white hair, moustache, and imperial. He seems always to be in a genial mood. It is stated that he has never been known to appear

## BANK ON A LINER.

EXPERIMENT ON BOARD THE IMPERATOR.

The ex-German liner "Imperator," now en route from Liverpool to New York (says the London *Times* of February 25) has on board a fully-equipped branch of the London City and Midland Bank. This is said to be the first enterprise of the kind at sea.

A member of the London City and Midland Bank explained to a representative of *The Times* that this new move was taken rather in the nature of an experiment, and was being carried out on the suggestion of the Cunard Line.

Facilities of the kind in a limited way have hitherto been given by the purser "he said" but we are going to see if we can develop it. We have one office on the first-class main stairway "D" deck, of the "Imperator" which will be open all day, and another in the second class which will open at certain times, and the Cunard Company are making arrangements for these to be used also by third-class passengers.

On the way out the main work of the staff will be changing English and French money into dollars, and on the way home there will be the reverse operation, but they are equipped to do other business as well, and will be able to transact whatever business comes along.

We hope the experiment will prove a success. If so we may extend it to some of the other liners."

without a red carnation in the lapel of his smartly cut morning coat.

Sir Basil spends most of his time at one or another of his chateaux in France, or at Monte Carlo, taking fleeting trips to London and other capitals three or four times a year. The peasants in the villages near his various chateaux look upon him with the same reverent admiration and wonder that children bestow upon fairy godmothers. He is to them the greatest man in the world beside Marshal Foch. He owns 1,000,000,000 francs, they have heard and he is lavish in his gifts to them.

STILL A BACHELOR.

Sir Basil now stays while in London at the Carlton. Until recently he maintained a palatial double suite in a fashionable residential hotel in the West End. He had kept the apartments twelve years, living in them three or four weeks each year. He is a bachelor.

The habitual casualness of the great philanthropist is illustrated by the manner in which his gift to the Sorbonne was made. He sauntered into the university buildings, and, conversing with a porter, asked quite incidentally where he could apply to endow a Chair of Aeronautics. The director afterwards informed him that a chair in the Sorbonne would cost no less than £28,000. The modern caliph produced his magic cheque book, wrote a cheque for that amount, and unconcernedly strolled off again.

During the war Sir Basil had many escapes from capture by the Germans. Once, during their rush on Paris, they entered one end of the park of his chateau as he escaped at the other.

On another occasion his steamer was stopped a day out from port by a German submarine. The caliph admits that at this point he thought he really was trapped. His quick mind seized on a subterfuge, however, and he went below. The Hun broke in Sir Basil's cabin, and found a man under the bunk. So strenuous were his protests that a sack for the head, and much rope for the body had to be used before he could be hustled into the submarine, which pushed off.

The captain of the steamer was not a superstitious man, but when an hour later he found the "caliph" standing at his elbow he could have crossed himself.

The man of mystery had lain, as he explained later, snugly in a sailor's locker, while the Germans were hauling off his secretary.

"He is a very good secretary," said Sir Basil. "I am glad he was with me in the steamer. He was invaluable."

It is to be assumed, however, that the secretary was not so glad.



# THE CHINA MAIL EXTRA.

HONGKONG, MONDAY, JUNE 7, 1920.

## PACIFIC MAIL SERVICE.

### FIVE NEW VESSELS

Of the nineteen vessels, known as the 535-foot type which the United States Shipping Board is having converted from troopships into first class passenger liners and passenger and freight steamers, five have been allocated to the Pacific Mail Steamship Co., for operation to San Francisco. The first steamer will leave San Francisco probably in December next and it is expected that a fortnightly schedule will be maintained.

From data made available this morning by the local manager of the Pacific Mail Steamship Co., (Mr. J. Oram Sheppard) it is learned that the vessels are of the flush deck type. They will have a length over all of 535 feet and a length between perpendiculars of 518 feet; beam moulded 72 feet; depth to shade deck 50 feet; draft 30 feet 6 inches; freeboard 19 feet 6 inches. Passenger accommodation is provided for 257 first class passengers and 300 third class passengers. The first class accommodation is designed with view to great comfort, the state rooms being arranged in pairs with communicating bath and being provided with all the modern conveniences for making sea travel luxurious.

The holds of this type of ship will furnish capacity for the carriage of 11,000 tons deadweight in cargo. Abundance of hatches are provided to take care of quick turnover of cargo. There are five hatches 19 feet wide by 30 feet long; two 19 feet wide by 24 feet long; and two 19 feet wide by 18 feet long.

The fuel oil tanks have a capacity for 3,290 tons and the power plant is equipped with water-tube oil burning boilers and turbines giving a total shaft horse power of 12,000 which drives the hull at a sea speed of seventeen knots and gives a steaming radius of 11,700 miles. This steaming radius is amply sufficient for a round trip from San Francisco or Seattle to Yokohama and return, either direct or by way of Honolulu, and is sufficient for the round trip to Hongkong or the Straits Settlements with a partial fuelling on the way back, either at Manila or Honolulu.

It is understood that the remaining fourteen vessels of the 535-foot type, together with seven of the 502-foot type, now under construction, will all be employed on Pacific Ocean routes.

From Captain Ryland Drennan, who arrived in Shanghai recently to relieve Mr. W. L. Johnstone as Pacific Mail agent in that city, the *China Press* learned that when the new service is fully established the "Venezuela," the "Colombia," and the "Ecuador" will be taken off the run to the Orient and put on a Pacific Mail service from San Francisco to the Atlantic seaboard. The new liners, which

will attain a sea speed (seventeen knots) little less than double the speed of the boats now on the run, will carry the familiar appellations of States of the Union, such as the "Golden State," and the "Empire State." No changes in the Pacific Mail route in the Orient will be made, which will remain from San Francisco, Honolulu, Yokohama, Kobe, Shanghai, Manila, Hongkong, and return. The voyage from Shanghai to San Francisco will take 20 days, bettering the present service by about seven days. It will be five days from Shanghai to Yokohama, nine days from there to Honolulu, and five more days to San Francisco.

An indication of how the passenger's comfort has been considered is to be gathered from the fact that there will be no upper berths, in fact, no berths at all in the commodious state rooms. Beds will be provided. Boat deck—Verandah tea room, swimming tank, officers' quarters with promenade and bridge.

Promenade deck—Two suites with sitting rooms, bedrooms and private baths—social hall, smoking room and large open deck space.

Upper deck—Thirty-one state rooms with baths, and ship's hospital.

Main deck—Dining saloon, pantry and galley, and 72 first class state rooms.

Lower deck—Laundry—bakery—cold storage plant—officers' and crew's quarters and mess rooms.

In each boat provision has been made to carry 300 tons in cold storage. All vessels are to be equipped with the Sperry Gyroscope compass by means of which it is possible to tell true north at all times. The fire control equipment flashes a lighted signal in the pilot house at any rise of temperature in any part of the boat and the presence of smoke anywhere aboard is also independently indicated in the same way in the pilot house.

A Chinese was this morning charged before Mr. J. L. Smith with the theft from his sister of a quantity of clothing and jewellery valued at \$600. According to the Police, the defendant had been unemployed for some time, and pitying him, his married sister allowed him to live in her house. One day, about two months ago, she left the house to go and worship, and placed the defendant in charge of the house. When she returned, she found he had absconded with her property. He was arrested in Canton during the week-end. When asked to give evidence against her brother, the girl said she had consulted her husband about the matter and she did not wish to proceed with the case. It was stated by the police that the major part of the missing clothing had been recovered from various pawnshops, but the jewellery which had already been melted down, could not be identified. His Worship discharged the defendant with a caution.

## RUMOUR DENOUNCED AS ABSURD.

A rumour has been in circulation relative to a private offer received on the old Post Office Building, which has been and will be advertised for sale until the Government is ready to conduct the auction on the advertised date.

According to this rumour, a private offer was being considered of a figure higher than the price advertised as the upper price. No knowledge of such offer was in circulation among authorities in a position to know this morning, and one stated that it would be absurd for the Government to entertain a private offer on this parcel of land, until after the conducting of the auction. It is expected that the bidding will be brisk and a good price realized on the land, and the sale will be conducted in public, as advertised, with opportunity to purchase open to everyone.

The only reason for the circulation of the rumour that can be surmised is that the land has not appeared as for sale in the Gazette for the last few days. This need startle no one, as the sale is far ahead and the land will be advertised only occasionally until a short time before the date of auction when it is probable that it will be advertised daily.

## LATEST SHIPPING NEWS.

### ARRIVALS.

The s.s. "Loongsang," Capt. J. V. Simpson, 1,093 tons, arrived this morning at 7.20 a.m., from Manila with 39 bags of mail.

The s.s. "Heiwa Maru," Capt. Iwamoto, 1,848 tons, arrived this morning at 7.30 a.m., from Milke with 2,500 tons of coal.

The s.s. "Neleus," Capt. T. R. Ireland, 4,260 tons, arrived this morning at 7 a.m., from Moji with 30 packages of general cargo.

The s.s. "Telemachus," Capt. E. Bentley, 1,340 tons, arrived this morning at 7 a.m., from Saigon with 2,000 tons of general cargo and 2 bags of mail.

### DEPARTURES.

The s.s. "Tungshing," Capt. Udden, sailed for Shanghai, at 4 p.m. to-day with 200 tons of general cargo.

The s.s. "Talthybius," Capt. Hazeland, sailed for Yokohama via Nagasaki, at 4 p.m. to-day with 300 tons of general cargo.

The s.s. "Hulchow," Capt. Lovegrove, sailed for Chefoo and Tientsin, at forenoon to-day with 8,000 tons of general cargo.







## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

## OIL MUST GET DEARER.

WASHINGTON, May 20.  
The Mines Bureau warns the public that owing to the enormous increase of oil-burning ships and automobiles, the consumption of petroleum in the United States is increasing faster than production. It is estimated that forty per cent. of the oil in the United States has been brought to the surface and that only twenty years supply remains.

## AUSTRALIANS AND JAPANESE.

LONDON, May 20.  
"The Times" Sydney correspondent says that while not exhibiting antagonism towards Japan, Australians emphatically endorse the demand for consultation before the Anglo-Japanese Alliance is renewed.

## U. S. RAILS AND LABOUR.

CHICAGO, May 20.  
The railway executive has announced that wage increases will be granted to railway workers to enable them to meet the increased cost of living. The railway and public service commissions in every state are summoned to aid the Interstate commission to break the freight blockade.

## INJUNCTION APPLICATION. CIVIL SERVICE SALARIES.

IMPORTANT CASE.  
In the Supreme Court this morning, before Mr. Justice Gompertz, the Acting Chief Justice, the Hung Yuen firm applied for the discharge, in so far as it affected them, of an interim injunction obtained by Messrs. Hastings, Hodge and Co., restraining the Shing Yuen firm, the Hung Yuen firm, Chan Chai and Tai Pak Hoi from alienating, parting with, or otherwise dealing with 2,322 bags of Java white sugar now in the possession of the China Provisional Loan and Mortgage Co., at their godowns at West Point, standing in the name of the Mitsui Bussan Kaisha, and 1,700 bags of Java white sugar now in the possession of the Osawa Co., in their godown in Des Vaux Road, West, standing in the name of the Shing Yuen firm, the Hung Yuen firm, Chan Chai and Tai Pak Hoi.

The injunction was granted on an affidavit made by Messrs. Hastings, Hodge and Co., in connection with an action for the delivery of 4,652 bags of Java white sugar, purchased by the plaintiffs (Messrs. Hastings and Hodge) from the defendants (Shing Yuen firm, Hung Yuen firm, Chan Chai and Tai Pak Hoi) in a contract in writing dated May 11.

This morning, Mr. F. C. Jenkin, who appeared for the Hung Yuen firm, applied for the discharge of the injunction against his clients.

Mr. Eldon Porter, who represented Messrs. Hastings, Hodge and Co., applied for an adjournment on the ground that it was manifestly impossible for him to deal with the declarations filed by the other side as he had received four of them late on Wednesday afternoon, and another late yesterday afternoon. His clients had to meet the affidavits of the other side. There would be a serious conflict of evidence between the parties. "On one point they give us the lie," said Mr. Porter, "but I think we will be able to give it back to them." It was a serious application, continued counsel, because they felt that if the sugar left the custody of the Court they would never see it again. Therefore it was impossible for them to proceed without time to prepare the case.

Mr. Jenkin opposed the application for an adjournment, and asked for the immediate discharge of the injunction in so far as it concerned the Hung Yuen firm on the ground that it was issued on *ex parte* evidence which was inadmissible and irregular. Mr. Jenkin contended that the only reference in the affidavit to the Hung Yuen firm was that "we" (presumably the deponent) "were informed that the Hung Yuen firm to whom they had sold the sugar, were the same as the Shing Yuen firm." This statement was made at an interview at the Shing Yuen firm between eight of the parties concerned and was insufficient to justify an injunction.

After considerable argument, his Lordship decided against Mr. Jenkin and fixed Thursday as the provisional date for hearing the motion for the discharge of the injunction.

The question of the day's costs was reserved.

## LEAGUE TENNIS.

## C.R.C. v. U.S.R.C.

The following will represent the Chinese Recreation Club Team to play their Tennis League Match against the United States Team, on Saturday, 22nd May, at 4 p.m., in the United Service Ground, King's Park, Kowloon.—Mr. See Kwong and King's Park, Kowloon.—Mr. See Kwong and Choy Man Ping; M.K. Lo and M. W. Lo; Wong Po Keung and Lo Man Pan.

## NOTICES.

**JOHN TULLIS & SON LIMITED—GLASGOW**

LEATHER BELTING, ROUGH LEATHER, HAIR BELTING, DRESSED LEATHER, COTTON BELTING, CHROME LEATHER, COPPER RIVETED DELIVERY HOSE, WOVEN CANVAS HOSE, DECK HOSE, ETC., ETC., ETC.

ORIGINAL INVENTORS OF COTTON BELTING & MACHINERY FOR ITS MANUFACTURE

**ARNHOLD BROTHERS & Co., Ltd.**  
1A, Chater Road. Phone 1500.



Have Your Batteries always charged by just inserting the plug for both Hongkong & Kowloon Current.

**UNION ENGINEERING CO., LTD.**  
York Buildings, Chater Road.



**MILKMAID STERILIZED NATURAL MILK**  
(COLOURED LABEL)  
**IT POURS OUT OF THE TIN.**  
Packed by Nestlé's in Two Sizes.  
 $\frac{3}{4}$  PINT.  $\frac{1}{2}$  PINT.  
OBTAINABLE EVERYWHERE.

## THE "GLIDDEN" PAINTS

READY FOR USE.  
A PAINT FOR EVERY PURPOSE.  
A PAINT THAT ALWAYS GIVES SATISFACTION.  
We carry stocks of all colours—  
Marine Paints, House Paints, Varnishes and Stains.  
Roofing Paint and Exterior Paints  
and what is important to you in this damp climate,  
**A WATERPROOF PAINT.**  
**HOGG, KARANJIA & CO., LTD.**  
No. 1a, Chater Road, Hongkong.

## PHOTO SUPPLIES.

Cameras, Camera Supplies, Printing Paper, Blank Photo Cards, Printing, Developing, Enlarging, Natural Colouring.

**THE KWONG KWUI COMPANY**  
60, Queen's Road Central.  
Telephone No. 2170.

## MOVEMENTS OF STEAMERS.

The O.P.O.S. Co's R.M.S. *Empress of Asia*, arrived at Nagasaki on the 20th May a.m. left there on the 20th May p.m. and is due at Shanghai on the 21st May.

The N.Y.K. s.s. *Midima Maru* (European Line) left Shanghai for this port on the 18th May and is expected here on the 21st May.

The N.Y.K. s.s. *Shimada Maru* (Bombay Line) left Bombay for this port direct on the 18th May and is expected here on the 21st May.

The O.P.O.S. Co's R.M.S. *Montagu* arrived at Yokohama on the 20th May a.m. left there on the 20th May p.m. and is due at Kobe on the 21st May.

The O.P.O.S. Co's R.M.S. *Empress of Russia* arrived at Yokohama on the 14th May, left there on the 15th May and is due at Vancouver on the 24th May.

The N.Y.K. s.s. *Trishima Maru* (Liverpool Line) left Singapore for this port on the 19th May and is expected here on the 24th May.

The N.Y.K. s.s. *Sanuki Maru* (Calcutta Line) left Moji for this port direct on the 18th May and is expected here on the 24th May.

The N.Y.K. s.s. *Portland Maru* (Bombay Line) left Bombay for this port direct on the 18th May and is expected here on the 24th May.

The C.P.O.S. Co's s.s. *Maitava* arrived at Karachi from Liverpool on the 19th May, leaves there about 27th May and is due at Colombo about May 31.

The N.Y.K. s.s. *Asa Maru* (Liverpool Line) left Glasgow for this port via Suez on the 18th April and is expected here on the 4th June.

The N.Y.K. s.s. *Shimada Maru* (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The N.Y.K. s.s. *Nishi Maru* (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 6th June.

## POST OFFICE.

The Hongkong Postal Guide for 1920, may now be obtained at the G.P.O. at 50 cents per copy.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FRIDAY, May 21.  
Shanghai and Japan—Per MISHIMA MARU.  
Shanghai—Per JOHANG.  
SATURDAY, May 22.  
Europe (via Negapatam)—Per CAR. MARTENSCHIRE.  
Straits—Per TOSHIHIMA MARU.  
Shanghai—Per SINKING.  
Japan—Per EASTERN.  
Australia and Manila—Per TANGO MARU.

## OUTWARD MAILS.

FRIDAY, May 21.  
Formosa via Keelung—Per SEINNO MARU, 6 p.m.  
Swatow—Per TOSHIHIMA, 1 p.m.  
Hohow—Per TAMWAN, 5 p.m.  
SATURDAY, May 22.  
Philippine Islands, "Shanghai," "North China," Japan via Nagasaki, "Canada," United States, "Central" and "South America" and "EUROPE" via VICTORIA, B.O.—Per KASHIMA MARU, Registered 9.15 a.m. Letters 10 a.m.  
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per MISHIMA MARU, Registered 9.45 a.m. Letters 10.30 a.m.  
Straits, Bangkok, Calcutta and Aden—Per MUTTRA, Noon.  
\*Shanghai and North China—Per YING CHOW, 3 p.m.  
Japan via Kobe, "Yokohama" and "Seattle"—Per DELIGHT, 4 p.m.  
Straits, Bangkok, Calcutta and Aden—Per LAKE GILFEN, 5 p.m.  
SUNDAY, May 23.  
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 8 a.m.  
Japan via Nagasaki—Per TANGO MARU, 9 a.m.  
Shanghai, North China, "Japan" via Nagasaki, Honolulu, Canada, United States, Central and South America, and "EUROPE" via SAN FRANCISCO—Per CHINA, Registration 9 a.m. Letters 9 a.m.

TUESDAY, May 25.  
\*Swatow and "Bangkok"—Per CHIN. T.A. 10 a.m.  
\*Swatow, Amoy and Fookchow—Per HAI LOONG, 1 p.m.  
\*Amoy and Straits—Per FOOSHING, 3 p.m.  
Amoy, "Shanghai" and "North China"—Per HOHANG, 2 p.m.  
Philippine Islands—Per TAMING, 3 p.m.  
WEDNESDAY, May 26.  
\*Swatow and Straits—Per SAN CHOW, 9 a.m.  
Philippine Islands, Australia, New Zealand via THURSDAY ISLAND—Per AKIMARU, Registration 8.45 a.m. Letters 9.30 a.m.  
Philippine Islands, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.—Per PRO. TESLAUS, Registration 9.15 a.m. Letters 10 a.m.

THURSDAY, May 27.  
\*Shanghai and "North China"—Per SINKING, 10 a.m.  
Shanghai, and North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and "EUROPE" via SAN FRANCISCO—Per TENYO MARU, Registration 9.45 a.m. Letters 10.30 a.m.  
FRIDAY, May 28.  
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per SADO MARU, Registration 9.45 a.m. Letters 10.30 a.m.  
Swatow, Amoy and Fookchow—Per HOHANG, 1 p.m.  
SATURDAY, May 29.  
Shanghai and North China—Per CHENAN, 3 p.m.  
THURSDAY, June 3.  
Shanghai, North China and Japan via Kobe—Per KAMO MARU, 10 a.m.

ARRIVALS.  
May 21.  
The s.s. ROBERTO FIGUERAS, Brit., 1188 tons, from Swatow, Capt. Bird, Thomson & Co., Cal.  
The s.s. TAMING, Brit., 1,356 tons, from Manila, Capt. Milne, B. & C. 88.  
The s.s. BEN-SIE DOLLAR, Brit., 2,787 tons, from Shanghai, Capt. Halliday, B. Dollar & Co., Cal.  
The s.s. DELIGHT, Amer., 3,895 tons, from Manila, Capt. Pearson, F. Waterhouse & Co. Standard Oil Co's Wharf.

CLEARANCES.  
May 21.  
The s.s. YUETSHANG, (Chi.), cleared to-day and will sail for Swatow at 10 a.m. to-morrow.  
The s.s. NAM WAN, (Port.), cleared to-day and will sail for Hohow at 7 a.m. to-morrow.

DEPARTURES.  
May 21.  
The s.s. CHUNHWA, (Chi.), Capt. Anderson, Agents Wo Fat & Co. left for Hainan, Canton, Taiwan, Calais, Thursday Island, Sandakan and Manila June 30.  
The s.s. K.W. NGANG, (Brit.), Capt. Richard, Agents M. & Co., left for Shanghai via Swatow to-day.  
The s.s. SCWA MARU, (Jap.), Capt. Hattori, Agents U.S.R., left for Moji to-day.

## ENTERTAINMENTS.

TEL. No. 1748. **CORONET** TEL. No. 1743.

TO-NIGHT at 6.15 & 9.15 p.m.

"ALADDIN AND THE WONDERFUL LAMP."

TEL. 2511. **HONGKONG THEATRE.** TEL. 2511.

TO-NIGHT! TO-NIGHT!  
at 5.15 & 9.15 p.m.

## BROADWEST

Presents the Famous English Star

**VIOLET HOPSON**

in

"THE SNARE"

TEL. K307 OR TEL. K3. 48, Haiphong Road, Kowloon.  
**THE PALACE MOTOR CAR COMPANY,**  
STUDEBAKER, CADILLAC, BUICK, OVERLAND & HUDSON.  
Best Cars for Hire and for Sale at reasonable Rates.  
Expert Drivers. Moderate Price.  
Apply to No. 14 Anton Street, or Telephone to No. 2838.

## SHIPS DUE TO ARRIVE.

FROM EUROPE.  
The s.s. HELENUS, due here May 31st, and sails for Shanghai June 1.  
The s.s. TALTHYBIUS, due here June 1st, and sails for Japan June 2.  
The s.s. PAK LING, due here June 2nd, and sails for Japan via Shanghai June 4.  
The s.s. AGAPENOR, due here June 4th, and sails for Japan June 5.  
The s.s. ELLENOR, due here June 14th and sails for Shanghai June 15.  
The s.s. DEUCALION, due here June 18th, and sails for Shanghai June 19.  
The s.s. THESEUS, due here June 24th and sails for Shanghai and Hankow June 25.  
The s.s. LAOMEDON, due here June 28th and sails for Japan June 27.  
The s.s. DEMODOCUS, due here June 27th and sails for Shanghai June 28.  
The s.s. PTERUS, due here June 28th and sails for Shanghai June 29.  
The s.s. ALGONOUS, due here July 3rd and sails for Shanghai and Taku July 4.  
The s.s. BELLEPHON, due here July 13th and sails for Japan July 14.  
The s.s. NINGHOW, due here July 18th and sails for Shanghai and Japan July 19.  
The s.s. STEIGERWALD, due here July 25th and sails for Japan July 26.

FROM AMERICA.  
The s.s. HANKING, left San Francisco, April 28th and is due here via Honolulu, Yokohama and Shanghai on May 26.  
The s.s. SHINYO MARU, left San Francisco May 7th, and is due here via Honolulu, Yokohama, Kobe, Nagasaki and Manila on June 3.  
The s.s. EQUADOR, leaves San Francisco May 1st, and is due here via Honolulu, Japan, Shanghai and Manila, June 9.  
The s.s. TYNDAREUS, leaves Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.  
The s.s. PERSIA MARU, leaves San Francisco May 26th and is due here via Honolulu, Yokohama, Kobe, and Nagasaki June 27.  
The s.s. KOREA MARU, leaves San Francisco June 8th and is due here via Honolulu, Yokohama, Kobe and Nagasaki July 5.

FROM CANADA.  
The s.s. MONTEAGLE, left Vancouver, April 30th and is due here via Yokohama, Kobe, Nagasaki, and Shanghai on May 26.  
The s.s. EMPRESS OF ASIA, left Vancouver May 4th, and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on May 27.  
The s.s. EMPRESS OF RUSSIA, leaves Vancouver June 3rd, and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on June 24.  
The s.s. EMPRESS OF JAPAN, leaves Vancouver June 23rd, and is due here via Yokohama, Kobe, Nagasaki and Shanghai on July 15.

FROM MANILA.  
The s.s. TYNDAREUS, leaves Manila June 13th and is due here via Yokohama, Kobe and Nagasaki, June 24.  
The s.s. IIXION, leaves Manila July 29th and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 8.  
The s.s. PROTEUS, leaves Manila August 12th, and is due here Aug. 15th, and sails for Seattle via Kobe and Yokohama August 21.

FROM SINGAPORE.  
The s.s. EURYMECHUS, leaves Singapore May 19th, and is due here May 24th and sails for New York via Shanghai and the Panama Canal May 26.

FROM JAPAN.  
The s.s. TELEMACHUS, leaves Yokohama May 6 and is due here via Kobe and Shanghai May 23.  
The s.s. TARADA, leaves Kobe May 13th and is due here May 24.  
The s.s. EASTERN, leaves Kobe May 17th and is due here May 24th, and leaves for Australia, via ports on May 30.  
The s.s. STENTOR, leaves Yokohama May 15th and is due here via Kobe May 22nd, and sails for London, Amsterdam and Hamburg via Singapore, May 27.  
The s.s. NOVARA, leaves Yokohama May 17th and is due here via Japan ports and Shanghai May 27.  
The s.s. KIDDERPORE, leaves Yokohama May 18th, and is due here via Kobe and Shanghai June 7th and sails for London, Amsterdam and Hamburg via Singapore, June 8.  
The s.s. JAPAN, leaves Kobe June 2nd and is due here June 9.  
The s.s. RELIANCE, leaves Yokohama June 2nd, and is due here via Kobe and Shanghai June 12.  
The s.s. HELENUS, leaves Yokohama June 19th, and is due here via Kobe and Shanghai July 5, and sails for London, Amsterdam and Hamburg via Singapore, July 6.  
The s.s. TALTHYBIUS, leaves Yokohama June 23rd, and is due here via Kobe and Shanghai July 12th and sails for Liverpool, via Manila, Singapore, Cebu and Macao, July 18.  
The s.s. EURYMECHUS, leaves Yokohama June 1st, and is due here via Kobe and Shanghai July 17.  
The s.s. ST. ALBANS, leaves Kobe July 13th and is due here via Moji July 18.  
The s.s. PAK LING, leaves Yokohama July 7th, and is due here via Kobe, July 19th, and sails for Liverpool via Singapore and Macao July 20.

FROM AUSTRALIA.  
The s.s. ST. ALBANS, leaves Melbourne June 1st, and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, Sandakan and Manila June 30.

Printed and Published for THE CONCERNED BY GEORGE WILLIAM  
CARL BURNETT, Editor, No. 6, Wyndham Street, Hongkong.